



Hongkong Daily Press

ESTABLISHED 1841

Registered as a Newspaper at the General Post Office in the United Kingdom

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Make Your Right Normal
YOUR HEALTH WILL
BE IMPROVED.
N. LAZARUS
Optician
12, Queen's Road C.

No. 20,307

號七零百二第第

日七十月二年亥癸

HONGKONG, MONDAY, APRIL 2ND, 1923.

一拜禮

號二月四年二十國民華中

Price, \$3 PER MONTH

INTIMATION

MILK STOUT

Let your next drink be

The real Milk Stout bears the Hop Leaf on the label. And when you ask for Milk Stout you should make certain that the Hop Leaf is there, for there is no other stout that is so strengthening and invigorating.

It is all good. It will pick you up—make you feel fit—fill you full of vigour—make a strong man of you. Next time you have a drink ask for Milk Stout.

Each Pint contains the energising carbohydrates of 10 ozs. pure Dairy Milk.

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HONGKONG.

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H. M. 15

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SPORTING GUNS BY W. W. GREENER and Oliver, Mathews, French, and American—also SPORTING CARTRIDGES of all descriptions.

Sportsmen are cordially invited to inspect samples of GUNS by WEBLEY and SCOTT on view at our Store.

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5-6, BEAUFIELD ARCADE.

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HONGKONG.

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Canton-Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing Printing and Enlarging Undertaken.
Telephone Central 1218.

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ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1922.

With Index. Price \$7.50.

On sale at the Hongkong Daily Press

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.30 " " 11.00 " " 10 " "
11.30 " " 12.30 p.m. " 10 " "
1.30 " " 4.30 " " 10 " "
4.30 " " 8.10 " " 15 " "

NIGHT CARS.

8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.45 p.m. every 15 minutes
11.45 p.m. to 12.00 midnight.

SUNDAYS.

7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.30 " " 11.00 " " 10 " "
11.30 " " 12.30 noon " 10 " "
1.30 noon " 1.00 p.m. " 10 " "
1.30 p.m. to 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.

8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.45 p.m. every 15 minutes
11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, 10, Queen's Road.

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KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20
		Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
CANTON (at Sea Sta.)	dep.												8.00		8.40					8.50	
SHEK LUNG	dep.												8.20		11.40					6.30	
Shek O	dep.												11.20		11.40					6.40	
Shek O	dep.												11.40		11.40					6.50	
Shek O	dep.												11.60		11.60					7.00	
Shek O	dep.												11.80		11.80					7.10	
Shek O	dep.												12.00		12.00					7.20	
Shek O	dep.												12.20		12.20					7.30	
Shek O	dep.												12.40		12.40					7.40	
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Shek O	dep.												26.20		26.20					19.10	
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Shek O	dep.												30.80		30.80					23.00	
Shek O	dep.												31.00		31.00					23.10	
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Shek O	dep.												31.40		31.40					23.30	
Shek O	dep.												31.60		31.60					23.40	
Shek O	dep.												31.80		31.80					23.50	
Shek O	dep.												32.00		32.00					24.00	
Shek O	dep.												32.20		32.20						

O. B. BEER

PRODUCE OF MANILA.



UNEQUALLED IN QUALITY
THE
PREMIER BEER
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When in doubt about your eyes

or your glasses

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67, QUEEN'S ROAD CENTRAL,

Hongkong.

ANOTHER LARGE TOURIST PARTY.

THE S.S. "SAMARIA" EXPECTED
TO-DAY.

The new and luxurious Cunard Steamship, *Samaria*, 20,000 tons register, which has been chartered by Thomas Cook and Son for a cruise Round the World is expected to arrive in port this morning from Manila. She left New York on the 24th January, visiting Funchal (Madeira), Gibraltar, Algiers, Naples, Port Said (for Cairo), Bombay, Colombo, Calcutta, Rangoon, Sumatra, Java, Singapore, Manila, Hongkong, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco, Balboa, Cristobal, thence to New York.

This is a Golden Jubilee World Cruise commemorating the fiftieth anniversary of the first escorted tour that ever made a circuit of the globe—a pioneer tour in 1872-73, under the leadership of "Thomas Cook himself."

The membership of the cruise is limited to 400 passengers, who are accompanied by experienced tour managers. The steamer will sail for Shanghai at midnight on April 6th.

During the stay of the *Samaria* in Hongkong, excursions will be made to various points of interest, including Canton and Macao.

Many of the passengers are leading citizens of their home towns and entitled to one superlative or another. Besides at least six presidents of companies they include the wife and daughters of one of the richest men in Canada, Caruso's legal adviser, the largest importer of plumbago in the United States, a prominent New York society woman, prominent New York financiers, a great manufacturer of vaseline, the president of the company engaged in manufacturing the new cure for diabetes, the only woman magistrate of New York city and a Boston furniture manufacturer.

The *Samaria* is scheduled to complete the entire circuit of the world—some 30,000 miles—in a little over four months, arriving back at the point of starting on May 31st. Her cruise is so arranged that the tourists visit each country at the right height of the season of gaiety, and India and Burma when it was cool, and they will be in Japan in cherry blossom time.

They are fortunate to be favoured with good weather in Hongkong, for the beginning of April is usually wet, with the peak enshrouded for days in mist. But the indications are that the large company of tourists will be favoured with glorious weather during their stay in the Colony.

COTTON GROWING IN AUSTRALIA.

Mr. Crawford Vaughan, the managing director of the British Australian Cotton Growing Association, Ltd., has announced the completion of arrangements for obtaining the additional capital required for the development of the company's activities. The nominal capital of the association will be increased to £1,000,000, and £200,000 will be provided by Mr. B. Crompton Wood, chairman of the British Cotton Delegation which recently visited Australia; Mr. Hugh R. Denison, of Sydney; and Messrs. E. L. and C. Baillieu, of Melbourne. The new working capital will be used chiefly for the erection of ginneries and oil-mills in Queensland and New South Wales, to deal with the present season's cotton crop.

On the eve of the departure from Australia of Mr. B. Crompton Wood, chairman of the British Empire cotton delegation, the Prime Minister, Mr. Hughes, said: "These experts came out here at our request. After an extended tour of the country they are confident of the future of the industry. The members of the delegation state that the industry is now settled, and that machinery and plant to the value of £250,000 has been ordered. Two experts with experience in Egypt are remaining here to advise us. The members of the delegation arrived with doubt in their minds, but they leave in the belief that Australia can become the greatest cotton-growing country in the world."

The Commonwealth Government is guaranteeing, through the State Government, to contribute on a £1 for £1 basis, whatever may be the price realised for the cotton and the price guaranteed to growers. Reasonable expenses in preparing the cotton for and putting it on the market will be taken into consideration in ascertaining the difference. The guarantee will be limited to a period of three years. In Queensland the 1922 growing season promises to bring about practical results tending to establish the industry on a sound basis. For the season ending 31st July, 1923, growers will be guaranteed 55d. per lb. for all seed cotton of good quality and free from disease, as soon as it is delivered on rail or water. It is stipulated that the cotton must be grown from seed obtained from the Queensland Department of Agriculture, and that grading and inspection of cotton must be done under supervision of Government officers. If the seed cotton eventually realises more than 55d. per lb., any excess, after deducting the cost of ginning and marketing will be paid to growers pro rata. For the 1924 season the 55d. per lb. guarantee will apply to seed cotton of 1 1/2 inch staple, and for the years 1925 and 1926 the Government, if necessary, will continue some measure of assistance.

P.&O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1920)
with which is affiliated

THE ALLAHABAD BANK, LTD.,
INDIA.

AUTHORISED CAPITAL £5,000,000
Subscribed and Paid Up £2,594,160
RESERVE FUND £90,000

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Manager.

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T. B. MAL,
Manager.

THE KEY TO GROW RICH.

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DUNDRELL STREET, gives to all its Depositors a Handsome Rate of Interest.

AUTHORISED CAPITAL \$1,000,000.00

INTEREST

For Fixed Deposits—

1 year ... @ 8 Per cent.

9 months ... @ 5 1/2 "

6 months ... @ 5 "

3 months ... @ 4 1/2 "

For Current Accounts ... @ 2 "

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For Current Savings ... @ 4 1/2 Per cent.

For Fixed Savings... Regulations Obtainable.

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THE AMERICAN EXPRESS CO. INCORPORATED.

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R. A. RODGERS,
Manager.

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THE DIRECTORY AND CHRONICLE

OF
CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM,
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1923.

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1,800 Pages

1,800 Pages

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\$12 Local Currency.
\$8

REMOVAL.

We beg to notify the Public of Hongkong that We have removed to Corner of POTTINGER STREET and DES VOEUX ROAD Next to Fire Brigade Station.

NIKKO..

28th February, 1923.

CAMP LIFE.



There is nothing dearer to the heart of the average boy than the adventure of Camp Life. The bracing air, the sunlight, blue skies, in touch with nature, or battling against the elements in the spirit of combat to keep his tent standing to give him shelter is the salt of life to the true camper. Camp Life, with all its attractions is the enviable lot of every Boy Scout.

Come and see how we learn Camp Craft at the

SCOUTS JAMBOREE

CITY HALL

Friday & Saturday, 13th & 14th April, 1923.

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TOILET GOODS, ETC.

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INQUIRIES INVITED.

SPORT

KOWLOON THE CHAMPIONS.

RESULTS OF SATURDAY'S SHIELD FINALS.

Senior.
Kowloon..... 2 King's Regt..... 1
Junior.
King's Regt..... 1 South China..... 0

A crowd almost equal in number to that which attended the Interport Soccer game were present at the Club ground Happy Valley to witness the finals in the Hongkong Challenge Shield Competitions. The weather conditions were ideal for the spectacular point of view but very warm for the players. A light breeze was blowing down the field during the progress of the games.

KING'S RES. v. SOUTH CHINA RES.

This game started shortly after three o'clock the military having the assistance of the wind. The King's were the first to appear dangerous. Carr missing close in. Free kick for South China sent them well in, but McCus kicked to touch. Kwok Po Kan sent a ground shot and Holland turned the ball round the post for a corner, the ball being sent behind from the flag kick. For the time play settled in the King's half but finally shooting by Li Wei Tong prevented any score. Moore, when nicely placed, headed wide from a pass by Pyle. The King's returned to the attack and Pyle tested the goalkeeper with a first timer, but Hui Shing Yin cleared. South China transferred and Li Wei-tong missing an easy chance for, with only Holland to beat, failed to put the ball into the net. At the other end South China's goalkeeper was called upon to clear from Grotty and Lord and then play was taken to the other end where Lau Kan beat McCus and sent over a long shot, Holland punching the ball away, but Leung Wing Tak returned it over the bar. The King's forced a corner, and Lord, dropping the ball in front of goal, Critchlow headed it into the net after forty minutes' play. From the centre kick the King's took up the attack but Grotty was offside. The interval arrived with the King's leading by a goal to nil.

From the restart the military team again got down but Lord handled close in. The game continued very fast with South China doing most of the pressing. The King's, however, were playing a winning game and kicked out on each occasion when the South China got dangerous. Towards the close South China were pressing and forced a couple of corners but the King's kept them out and the final whistle sounded with the half time score unaltered, the King's winning by a goal to nil.

The teams—
King's—Holland; McCus and Crumney (capt.); Jones, Critchlow and Willman; Lord, Pyle, Moore, Carr and Grotty.
South China—Hui Shing Yin; Kwok Ping Kam and Au Kit Sang (capt.); Lau Hon Wing, So Wei Fook, and Wong Shui Wai; Pang Kam Wing, Leung Wing Tak, Li Wei Tong, Kwok Po Kan and Lau Kan.
Referee, Mr. Spencer. Linesmen, Messrs. Fairburn and White.

KOWLOON v. KING'S REGT.

Jones won the toss and elected to defend against the wind. The game opened very even, but it was soon evident that Jones was a marked man, for every time he ran for the ball two, and sometimes three, Kowloon players were after him and the Army centre forward could do little while McKelvie seldom left him through-out the game. The first goal came to Kowloon after twelve minutes' play when Hodgson, attempting to clear, put the ball over his own goal line and Kowloon were awarded a corner kick. Clemo placed the ball in front of the goal and Scully headed past Blacoe, much to the delight of the Kowloon supporters. The King's took up the attack in earnest after this reverse but the ball going out to the left wing. Wheeler kept Lord off and the ball ran over the line. Morrison fouled Hart from the free kick. Barlow sent the ball in wide. Kowloon were playing a fearless game and their defence was very sound while Woodman in goal saved some good shots. On one occasion a ground shot from Williams was stopped practically on the goal line, and cleared before any of the King's forwards could get up. Kowloon went further ahead through the brilliant bit of work by Clemo who received the ball near the halfway line and, beating Barlow and Williams, went in and sent the ball into the net giving Blacoe no chance.

The King's again got well away from the centre and forced a corner, but Barlow sent the ball in wide. The interval arrived with Kowloon leading by two goals to nil. From a restart, Kowloon took up the attack, but Wynne relieved. For a time Kowloon were in the King's half, but offside play relieved. Several halts were called for the players to receive attention. Jones running through was stopped by McKelvie, but the King's came again and Wheeler headed out the ball from a shot by Williams. The King's reduced their opponents' lead from a penalty awarded owing to a defender holding Jones in the penalty area when a goal seemed certain. Jones, taking the spot kick, easily beat Woodman. With but fifteen minutes to go it was anybody's game and the King's tried hard to pull the game round, but Kowloon defence was very sound. When another goal seemed certain for Kowloon, Clemo stumbled over Wynne's foot and the ball rolled over the line. Towards the close of the game the King's were pressing, but Kowloon kept them out and the final whistle sounded leaving Kowloon Champions by two goals to one.

Woodman in the Kowloon goal saved his side. He had more to do than Blacoe but cleared from all positions. The Kowloon backs used great judgment in tackling and clearing. McKelvie was a great stumbling-block to Jones. Clemo played a fine game on the right wing and both goals were due to his efforts. Scully fed his wings well and had good control of the ball. The inside forwards played a dashing game and often had the defence guessing. The King's could not settle down to their usual combination and most of the shots sent in were from long range. Williams on the wing put in some fine shots but the backs cleared. The King's middle line worked hard but the backs were not sound. Blacoe had little chance to stop the shots that beat him. On the general run of the play the better team won.

PRESENTATION OF SHIELDS AND MEDALS.

After the games the teams lined up in front of the stand where Mr. R. J. Wilton, President of the Hongkong F.A., congratulated both teams on their play. Before asking Mrs. Wilton to present the trophies and medals he said that the Challenge Competition had been run by the H.K.F.C. since 1897, but owing to the large number of Clubs now competing the shield had been handed over to the H.K.F.A. Also, that owing to a large number of junior clubs the Association had decided to provide a shield for competition to be known as the Junior Challenge Shield. For the senior competition they had a runners-up cup, and next season he would be glad to present a similar cup for the juniors. He then asked Mrs. Wilton to hand the trophies and medals to the successful competitors.

The Challenge shield for the senior competition was then handed to Mr. Wheeler, the Captain of the Kowloon team, and the Runners-up Cup to Mr. Jones, Captain of the King's. The Junior Challenge shield was handed to Pte. Crumney, Captain of the King's Reserves. A gold medal was then handed to each member of the four teams.

Mr. Wheeler and Mr. Jones then presented Mrs. Wilton with bouquets and on the call of Wheeler, three cheers were given for Mrs. Wilton.

Mr. Wilton thanked the Committee of the H.K.F.A. for asking Mrs. Wilton to give away the trophies and medals and hoped that they would be here next season to perform a similar function.

The names of the players in the senior game were:—
Kowloon—Woodman; Wheeler (capt.) and Knight; Morrison, McKelvie and Pascoe; Clemo, Hall, Scully, Duncan and Mason.
King's—Blacoe; Wynne and Williams; Newton, Hodgson and Barlow; Williams, Hart, Lt. Jones, Dyer and Lord.
Referee, Mr. Smith. Linesmen, Messrs. Collins and Fairburn.

ST. STEPHEN'S COLLEGE SPORTS.

ATHLETIC MEETING AT HAPPY VALLEY.

The annual athletic meeting of the St. Stephen's College was held at Happy Valley on Thursday. Lady Stubbs and the Bishop of Victoria (Dr. Duffery) being amongst the many spectators, presided. The senior and junior champions of the meeting were Mak Kwok-fat and Chan Wai-yuen respectively, while there was a keen tussle for the form championship, the fifth form just managing to beat the sixth form by one point, their respective scores were 58 and 57.

In asking Lady Stubbs to present the prizes at the conclusion of the racing, Mr. F. A. Britton, the acting warden of the College, thanked her Ladyship for coming to distribute the prizes. Mr. Britton also tendered the best thanks of the College to all the visitors, to "His Excellency the Sun," to the large number of generous subscribers to the prize fund, to the Stewards of the Jockey Club for the use of the Race Course. The Rev. Mr. Quick, he said, deserved special mention. On him had depended most of the work in making the arrangements, though the gentlemen would be the first to say that the work had been done by many people. They also had a most energetic school committee who had also done a tremendous amount of work. In conclusion Mr. Britton called upon the senior champion (Mak Kwok-fat) to present to Lady Stubbs a small souvenir.

Lady Stubbs was the recipient of a small porcelain bowl.

Her Ladyship, before proceeding to distribute the prizes, returned thanks for the souvenir and congratulated the successful competitors.

The proceedings closed with cheers for Lady Stubbs.

The following are the results of the more important races:—

Junior 120 yards (championship).—1, Hsu Han Yeh; 2, Chau Wei Yuen; 3, Lau Chon On. Time: 13.2-seconds.

Senior 120 yards (championship).—1, Peter Yeung; 2, Mak Kwok Fat; 3, Leung Sai Wah. Time: 13.1-seconds.

Open 100 Yards.—1, Peter Young; 2, Ip Pun Chun; 3, Li Lian. Time: 11.2-5 seconds.

Junior High Jump (championship).—1, Chan Wai Yue; 2, Lim Seow Chong; 3, Hing Fat Cheung. Height: 4 feet 7 1/2 inches.

Senior High Jump (championship).—1, Leung Sai Wah; Ngai Yuk Cheung; 3, Mak Kwok Fat. Height: 5 feet 1 1/2 inches.

Junior 220 yards (championship).—1, Hsu Han Yeh; 2, Chai Wai Yue; 3, Lau Chon On. Time: 29-seconds.

Senior 220 yards (championship).—1, Peter Yeung; 2, Mak Kwok Fat; 3, Leung Sai Wah. Time: 24.3-seconds.

Junior Long Jump (championship).—1, Chan Wai Yue; 2, Lim Seow Chong; 3, Hing Fat Cheung. Distance: 16 feet 8 inches.

Senior Long Jump (championship).—1, Lim Lay; 2, Mak Kwok Fat; 3, Liang Sai Wah. Distance: 18 feet.

Junior 440 yards (championship).—1, Hsu Han Yeh; 2, Chan Wai Yue; 3, Lim Seow Chong. Time: 57.3-seconds.

Senior 440 yards (championship).—1, Peter Yeung; 2, Mak Kwok Fat; 3, Lee Tak Tin. Time: 51.1-seconds.

Old Boys' Race 220 yards.—1, To Kai Lan; 2, Tso Chi On; 3, Wong Boon Lin.

Open Half Mile.—1, Liang Sai Wah; 2, Ng Pak Lan; 3, Wong Chi Kin. Time: 2m 24.2-seconds.

Open Mile Handicap Race.—1, Tso Yaw Koo; 2, Chan Hung Nin; 3, Oh Soon Eng.

Senior Hurdle Race (championship).—1, Mak Kwok Fat; 2, Lim Chun Leung; 3, Lee Teck Tin.

The officials for the day were:—
Patron.—The Ven. Archdeacon of Hongkong.

President.—Mr. F. A. Britton.

Chairman.—Rev. E. K. Quick.

Judges.—Mr. J. E. Warner, Rev. C. B. Shann, Mr. R. W. D. Barney, Mr. Chau Cheung Nin, Dr. Y. E. Wan, Prof. F. A. Bodman, Mr. Leung Sai Sui, and Mr. Hing Hui Chang.

Starters.—Messrs. Tso Chi On, Yue Man Kwong and Fung Man Sui.

Time-keepers.—Messrs. A. E. Dome, Hsu Han Lay and Wong Boon Hin.

Clerks of the Course.—Messrs. Wong To, On, Hung Hui Chen, Wong Sui Loong, Mak Kwok Ping, Wong Kwok In; Chau

(Continued at foot of next column.)

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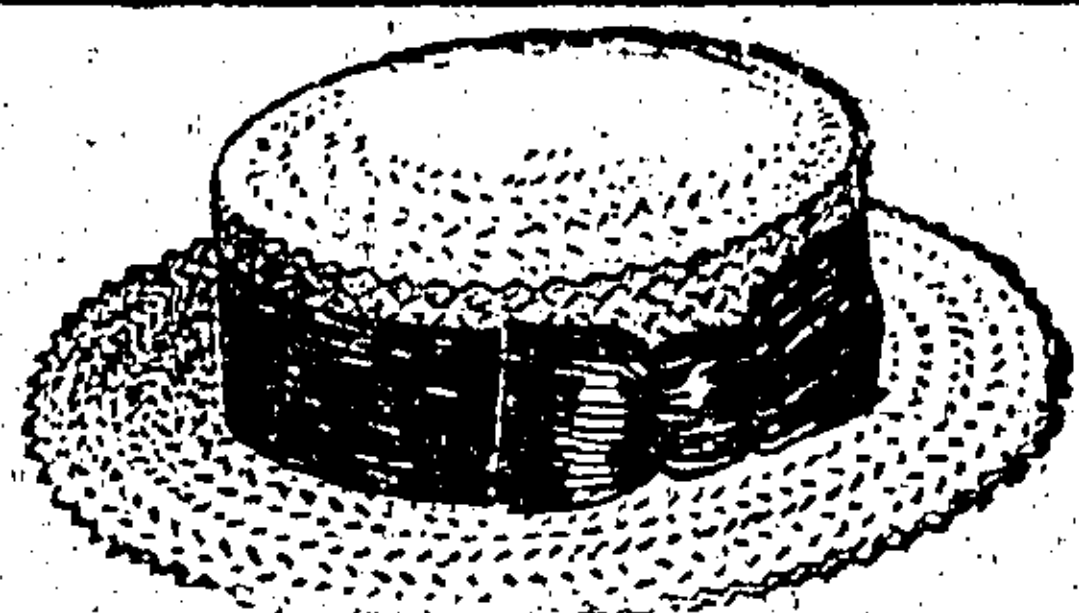
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CRICKET.

U.S.C.C. v. H.K.C.C.

The United Services and the Hongkong Cricket Club commenced a two-days' match on Saturday morning, which, at the end of the first day's play, saw the Club in a very strong position. Both sides fielded strong teams. The United Services turned out one new player, Lieut.-Commander Paffard, and he proved to be the most successful batsman.

The United Services were sent in first. Lieut.-Com. Paffard and Capt. de Fleming being the first to face the bowling. When four runs had been registered de Fleming was declared out l.b.w. Lieut. Lindsell, next man in, faced a little better, reaching double figures before being bowled by Owen Hughes, the score then standing at 23. A further twelve runs were added before Lieut. Lake was sent back to the pavilion clean-bowled by Owen Hughes. The next two wickets produced useful contributions, the fifth wicket falling at 92. The following five wickets, with the exception of a very useful 37 by Sergt. Cockell, represented a long tail and only added another 30 runs to the score. The side was out for 122.

The Club batsmen were in good form and in the first half of their innings they gave a brilliant display with the willow, the first five wickets falling at 35, 96, 181, 189 and 229 respectively. All five batsmen reached double figures, T. E. Pearce making a very fine 76, which was the highest score of the day. No fewer than 52 of his total were boundaries. The Rev. E. Quick also made a very useful 41. L. J. Davies, the Hongkong wicket keeper, hit out vigorously, treating the Services bowlers with scorn; but this proved his undoing. In Lieut. Gregory's twelfth over he scored 1, 3, 4, 8, and 4 off successive balls, making 21 runs in all. He stepped out to the sixth with the obvious intention of sending it to the boundary, but "skied" it, and Sergt. Cockell had an easy catch. Davies' total was 33. The Club side was out for 299.

When play resumes to-day the Services will be sent in to bat again with the heavy task of trying to make up 177, which they are now in arrears.

Scores:—

UNITED SERVICES.				
Lieut.-Com. Paffard, c. McNicoll, b. Quick	49			
Capt. de Fleming, l.b.w. Sayer	0			
Lieut. Kindell, b. Owen Hughes	10			
Lieut. Lake, b. Owen Hughes	2			
Rev. Paffard, c. McNicoll, b. Quick	37			
Sergt. Cockell, b. McNicoll	3			
Capt. Dods, c. Wild, b. Quick	16			
Capt. Howard, l.b.w. Quick	3			
Pay-Lieut. Gregory, b. Quick	3			
Capt. Quinlan, c. Quick, b. McNicoll	4			
Lieut. Beatty, not out	1			
Extras	1			
Total	122			

Bowling Analysis.

	O.	M.	R.	W.
Owen Hughes	14	2	30	2
G. R. Sayer	3	0	19	1
J. D. Crawford	4	0	24	0
Rev. E. Quick	10	1	29	5
E. G. Lammert	3	0	19	0
L. D. McNicoll	3	0	1	2

H.K.C.C.

G. R. Sayer, c. Dods, b. Beatty	17			
T. E. Pearce, c. Dods, b. Fleming	76			
H. Owen Hughes, b. Gregory	23			
Rev. E. Quick, b. Quinlan	41			
R. H. Wild, c. Fleming, b. Gregory	23			
E. J. R. Mitchell, c. Fleming, b. Gregory	29			
L. D. McNicoll, b. Gregory	3			
H. E. Hollands, c. Purcell, b. Beatty	2			
L. J. Davies, c. Cockell, b. Gregory	33			
J. D. Crawford, not out	8			
E. G. Lammert, b. Gregory	5			
Extras	34			
Total	299			

Bowling Analysis.

	O.	M.	R.	W.
Lieut. Beatty	17	1	60	2
Lt.-Com. Paffard	6	0	39	0
Capt. Quinlan	10	0	33	1
Capt. de Fleming	9	0	33	1
Lieut. Gregory	12	2	61	6
Capt. Dods	4	1	7	0
Lieut. Lake	1	0	10	0

FIRST LEAGUE.

C.S.C.C. v. THE R.G.A.

In a league match, which was noteworthy for its fluctuations, played on Saturday at Happy Valley, the Royal Garrison Artillery defeated the Civil Service first string by 23 runs. The principal feature of the match was the bowling, which by a strange run of luck mastered the batting in no uncertain manner. The R. G. A. went in first, their first wicket falling at 13; the third also fell at 13. The score then crept up to 43 when the fourth fell, the fifth, sixth and seventh going down with no addition to the score. Ling dismissing three of the Garrison men cheaply. A last wicket stand by Sergt. Stevens and Sergt. Holloway saved the situation and they increased the score between them from 56 to 116.

The Civil Service opened well but, after the fall of the third wicket, their batsmen could do nothing against the bowling of Doggett and Frampton, the seventh wicket went down with the score standing at 88, whilst the next three fell with no increase to the score. Doggett's bowling average was the best of the match. He averaged 5 runs per wicket. Ling was not far behind with an average of six runs per wicket.

Scores:—

R.G.A.				
Lieut. Chester, l.b.w. Lumble	5			
Gr. Frampton, b. Ling	8			
Capt. Bensley, b. Ling, b. Lumble	18			
Bdr. Doggett, b. Lumble	0			
Capt. Barrett, c. Sutherland, b. Ling	7			
Lieut. Fisher, b. Ling	0			
Gr. Davis, b. Ling	4			
Gr. Lelliott, b. Ling	0			
Sergt. Stevens, not out	27			
Gr. Dyer, b. Taylor	1			
Sergt. Holloway, b. Taylor	40			
Extras	6			
Total	118			

Bowling Analysis.

	O.	M.	R.	W.
F. J. Ling	11	2	30	5
P. T. Lumble	9	4	24	3
W. Taylor	4	0	30	2
F. Baker	2	0	28	0

C.S.C.C.

A. R. Sutherland, c. Stevens, b. Holloway	32			
A. Grummett, c. and b. Holloway	5			
F. Baker, c. Dyer, b. Frampton	21			
E. C. Finch, b. Frampton	1			
A. E. Wood, b. Doggett	3			
W. H. Edmunds, b. Doggett	3			
F. H. Holdman, b. Doggett	9			
P. T. Lumble, b. Frampton	9			
Gregory, b. Frampton	0			
F. J. Ling, c. Stevens, b. Doggett	0			
R. W. Taylor, not out	0			
Extras	0			
Total	88			

Bowling Analysis.

	O.	M.	R.	W.
Gr. Frampton	10	4	39	4
Sergt. Holloway	3	0	37	2
Bdr. Doggett	6	2	22	4

SECOND LEAGUE.

I.R.C. 2nd XI. v. KOWLOON 2nd XI.

The Indians 2nd XI ended their League fixture on Saturday by defeating at Sookunpo, the Kowloon 2nd XI by one wicket and 60 runs. They thus won the League without having been beaten this season. They won 3 and drew 2 matches.

Kowloon going in first, knocked up 116 runs. They started promisingly with 6 wickets for 93 runs but the tail did not keep up and the last four wickets fell for 18 runs only, Petheram being their top-scorer with 31 runs. The fielding of the Indians was very keen.

H. D. Ramjahn and D. Ramjahn opened well for the Indians and gave them a good lead by knocking up 56 runs before they were separated, and when time was up the team had compiled 176 runs for 6 wickets. A. Kitchell with 34 runs, retired, was top-scorer and he also had the best average for bowling for the day with 29 runs for 4 wickets.

Scores are appended:—

KOWLOON.

H. H. Benson, b. H. D. Ramjahn	0			
H. Overy, b. H. D. Ramjahn	29			
B. Petheram, b. A. Kitchell	31			
E. F. Spinks, b. A. Kitchell	0			
E. J. Edwards, c. G. Ramjahn, b. Aroulli	13			
U. L. H. Railton, b. A. Kitchell	6			
J. Fraser, c. Nazarin, b. Aroulli	10			
W. J. Shenton, c. Nazarin, b. Aroulli	0			
W. J. Wolley, c. O. Ramjahn, b. H. D. Ramjahn	8			
D. Ramjahn, not out	0			
J. Conley, c. H. D. Ramjahn, b. Aroulli	14			
Extras	1			
Total	116			

Bowling Analysis.

	O.	M.	R.	W.
H. D. Ramjahn	7	5	39	2
F. M. Aroulli	8	1	33	4
A. Kitchell	7	0	37	4
I. Hassan	1	0	9	0

Bowled 2 wide balls.

I.R.C.

H. D. Ramjahn, c. Railton, b. Spinks	28			
D. Ramjahn, c. Hoather, b. Overy	29			
B. Nazarin, c. Fraser, b. Overy	5			
J. Acker, c. Benson, b. Overy	4			
A. Kitchell, retired	24			
F. M. Aroulli, c. and b. Overy	4			
O. Ramjahn, c. Fraser, b. Spinks	20			
I. Hassan, run out	6			
E. Moosdeen, not out	12			
A. R. M. Samy, b. Railton	14			
A. G. Abbas, not out	0			
Extras	15			
Total (for 9 wickets)	170			

Bowling Analysis.

	O.	M.	R.	W.
E. F. Spinks	17	3	30	9
J. Fraser	8	2	29	0
H. Overy	10	0	48	4
N. L. H. Railton	10	0	44	1
W. J. Shenton	2	0	10	0

FRIENDLY MATCHES.

H.M.S. "TITANIA" v. CRAIGENGOWER.

On Saturday a friendly match was played between a side selected from the H.M.S. Titania and Craiggower which resulted in a win for the Civilian side by 17 runs. The Titania had first knock and they opened in a disastrous manner, the first eight wickets falling principally to the bowling of Abbas, whilst the score stood in the neighbourhood of 20. The tail, however, wagged vigorously and in the closing stages of the innings the score steadily mounted to 88, Lieut. D'Arcy Evans and A. B. Gibbs making a good last wicket stand.

Craiggower replied with 100, Bradbury, Y. Abbas and E. W. Major being the principal contributors to the score.

Scores:—

H.M.S. "TITANIA."				
Watson, c. and b. Abbas	0			
P. O. Philpott, c. and b. Abbas	1			
Dennys, b. Gibbs	5			
Emery, b. Major	6			
L. S. Blumson, c. Hope, b. Abbas	1			
Lieut. Menyies, c. White, b. Abbas	6			
Lieut. Buchanan, c. White, b. Abbas	8			
Laurence, c. Abbas	0			
P. O. Brook, b. Abbas	2			
Lieut. D'Arcy Evans, not out	22			
Sgt. Simmonds, c. Abbas, b. Grierson	4			
A. B. Gibbs, b. Gibbs	23			
Extras	13			
Total	89			

Bowling Analysis.

	O.	M.	R.	W.
M. Y. Abbas	3	1	2	3
E. W. Major	2	2	0	1
F. E. Laurence	3	0	14	1
Y. Abbas	2	0	6	2
Grierson	2	0	11	0
Modi	2	0	16	0
Paice	2	0	15	0
T. Gibbs	2	0	14	2

CRAIGENGOWER.

F. E. Laurence, c. Emery, b. Blumson	12			
White, c. Evans, b. Emery	0			
M. Abbas, b. Gibbs	2			
T. Gibbs, b. Gibbs	0			
B. W. Bradbury, c. Evans, b. Watson	20			
Y. Abbas, b. Buchanan	30			
E. W. Major, c. Brook, b. Emery	7			
Grierson, b. Gibbs	4			
Modi, not out	12			
Paice, c. Menyies, b. Gibbs	1			
Hope, b. Watson	3			
Extras	5			
Total	108			

Bowling Analysis.

	O.	M.	R.	W.
Gibbs	11	0	31	4
Emery	5	1	23	2
Blumson	5	0	20	1
Buchanan	2	0	20	1
Watson	3	0	11	2

H.M.S. "MAGNOLIA" v. C.S.C.C.

2nd XI.

An all-day friendly match was played on Good Friday between the H.M.S. Magnolia and the second string of the C.S.C.C., both sides batting twice. The match resulted in a win for the Civil Service men by five wickets and 75 runs.

In their first innings the Naval men compiled 88, Taylor securing six of their wickets for the small score of 17 runs. The Civil Service replied with 59 runs, the successful bowler this time being A. B. Ingram who secured seven wickets for 29 runs. Going in for the second time the Magnolia men fared even worse than in their first innings. They were all out for a total of 60, Taylor again taking most of their wickets. The Civil Service men by this time had settled down and when stumps were drawn at the conclusion of the day's play they had scored 142 for five, which gave them an easy victory. F. Baker got well set and scored 80.

Scores:—

H.M.S. "MAGNOLIA."

1st Innings.

A. B. Ingram, c. Harper, b. Taylor	15			
L. S. A. Baylis, b. E. F. Finch	2			
Str. Bushel, c. Cullip, b. Baker	20			
Lieut. Beatty, b. Taylor	1			
P. O. Winter, b. Baker	1			
Sgt. Wilson, b. Taylor	4			
S.P.O. Connolly, c. Finch, b. Taylor	8			
A. B. Gully, c. Baker, b. Taylor	0			
A. B. Gully, c. Baker, b. Taylor	1			
A. B. Kingham, b. Baker	1			
A. B. Hennings, not out	2			
Extras	6			
Total	66			

Bowling Analysis.

	O.	M.	R.	W.
C. Sara	3	0	17	0
E. J. Fincher	3	0	13	1
R. Taylor	5	0	17	8
F. Baker	5	1	13	3

THE VICTORIA REGATTA. KEEN RACING DURING FIRST DAY'S SPORT.

The first day's racing in connection with the Victoria Regatta took place at Black Boulder Point, Kowloon Bay, on Saturday. The regatta is an annual affair, held under the auspices of the Victoria Recreation Club, and this is the fifty-third meeting. The day's racing was exceedingly keen, and some excellent finishes were witnessed. A very high wind prevailed all day and the sea was on the rough side, but the sports were not prejudiced to any great degree.

The great race of the day was the International Challenge Cup for fours. The distance was one mile, and the event was confined to members of the Victoria Recreation Club. An English crew and a Danish crew were the only competitors, and they were—

English—G. P. Claridge (stroke); P. Buck-Keene (No. 3); D. E. G. Wemyss (No. 2); H. E. G. Stevens (bow); and G. G. Slade (cox).

Danish—H. Dreyer (stroke); H. Kasperen (No. 3); J. Noorgaard (No. 2); B. Rasmussen (bow); and G. R. Rayner (cox).

At the start the Danish crew got away a length and a half ahead. They kept that position right up to the half mile post, but after that the English crew came up very gradually, and at the three-quarter mile post had reduced the lead by half a length. Finally within 200 yards of the finishing post the English crew made their big effort and finished a third of a length ahead of their opponents. The finish was a very fine struggle, and as close a thing as has been seen here for some time. The winning crew covered the course in 7 minutes, 15 seconds. During this race the wind was at its height.

The second race of the day was the Senior Pairs, over a three quarter mile course. The entrants were—O. Stutz and S. Berg; B. J. de Moore and W. R. Andrews; C. Earnshaw and H. Hyndman.

Earnshaw and Hyndman took the lead at the start, closely followed by Moore and Andrews, with Stutz and Berg third. This order was maintained as far as the quarter mile post, and then Moore and Andrews came up and were leading by a length and a half at the half mile post. Stutz and Berg came into second place, and Earnshaw and Hyndman dropped back to third. Results—

1st, Moore and Andrews; 2nd, Stutz and Berg; 3rd, Earnshaw and Hyndman.

A good deal of interest was evinced in the fourth race of the day for the Lusitano Cup for senior fours. The distance was a mile, and the three competing teams were as follows:—

J. Noorgaard (stroke); S. Berg (No. 3); D. E. T. Wemyss (No. 2); and C. Earnshaw (bow).

H. Dreyer (stroke); R. Buck-Keene (No. 3); W. R. Andrews (No. 2); and H. Hyndman (bow).

B. J. de Moore (stroke); Huysse (No. 3); O. Stutz (No. 2); and F. Schnepel (bow).

The three boats got well away from the start, with Dreyer's crew a quarter of a length ahead. The other two boats were close together, and at the half mile post Dreyer's crew added another three quarters of a length to their lead. At about a hundred yards from home Noorgaard's crew came up, and challenged the leaders; actually they came within an ace of winning, for they were only five feet behind when the winning post was passed.

Result:—1st, Dreyer's crew; 2nd, Noorgaard's crew; 3rd, de Moore's crew.

There were two entries for the Chinese Challenge Cup for junior fours. They were—

C. S. Rossetto (stroke); G. A. Jack (No. 3); J. Noorgaard (No. 2); F. Tonnochy (bow); E. D. Jordan (cox).

B. Rasmussen (stroke); H. Kasperen (No. 3); A. M. Rocha (No. 2); D. Urquhart (bow); G. R. Razavie (cox).

The distance was a mile.

Rasmussen's crew got well away at the start, but after passing the half mile post a crab was caught, and considerable way was lost, so that Rossetto's crew was able to forge ahead, and win by a length and a half.

Result:—1st, Rossetto's crew; 2nd, Rasmussen's crew.

Only two boats raced in the Junior Sculls over a half mile course. They were: A. M. Rocha, and B. Rasmussen. Soon after the start Rocha crossed his opponent's bows, and so lost the race on a foul.

Result:—1st, Rasmussen.

The committee and officials were as follows:—

Rowing Committee.—Mr. H. Dreyer, Rowing Captain, Mr. B. J. de H. Moore, Mr. Mr. S. Berg, Mr. A. McKirdy, Mr. E. J. Silver, Mr. Stutz, Mr. O. May, Mr. A. A. Alva, Mr. A. Van Andel, Mr. C. Earnshaw.

Judges and Umpires.—Hon. Mr. A. G. Stephen, Mr. W. Logan, Mr. D. K. Blair, Mr. A. McKirdy, Mr. A. A. Alva, Mr. E. W. Carpenter, Mr. A. Van Andel, Capt. Pilkington, Mr. A. H. Carroll, Mr. E. Cock, Capt. P. T. Wheeler.

(Continued at foot of next column.)

GOOD FRIDAY ORATORIO. SELECTIONS AT ST. JOHN'S CATHEDRAL.

St. John's Cathedral was crowded on Good Friday evening to hear a number of oratorio selections.

The programme opened with Wagner's "Good Friday music" played by Mr. Denman Fuller on the organ. Then a choir of fifty voices sang "Saviour thy Children keep" (Sullivan). Mrs. T. L. Perkins, sang the solo "He was despised." Mr. D. J. Brown, assisted by the chorus, sang "No Shadows yonder" (Gaud), and Mrs. N. Mathieson sang "And Jesus then." Mrs. Collett and Mrs. Goldsmith rendered Mendelssohn's duet "I waited for the Lord," and Sterndale Bennett's "God is a Spirit," was rendered by a quartette consisting of Messrs. H. J. Best, H. Anniss, S. Collett and W. J. Haggard. The trio "In the Sight of the Unwise" (Ouseley), was given by Mrs. Clements, Miss Willmott and Mrs. T. L. Perkins; the duet "My hope is in the Everlasting" (Stainer), by Mrs. Clements and Mr. H. Anniss, and the quartette "Beside the Cross," by Mrs. D. J. Brown, Mrs. N. Mathieson, Mr. H. Anniss and Mr. G. H. Piercy, assisted by the chorus.

Mr. Denman Fuller, F.R.C.O., played the organ accompaniments throughout the evening, and to him belongs the credit of training the choir.

The chorus was composed of the following ladies and gentlemen:—Mrs. Balean, Mrs. D. J. Brown, Mrs. Clements, Mrs. Collett, Miss R. Mow Fung, Miss Green, Miss Grosvenor, Miss Hansen, Mrs. Lay, Mrs. Luck, Miss Marsh, Miss Russell, Mrs. Stark, Miss Willmott, Mrs. M. Cooper, Mrs. Goldsmith, Mrs. G. Griggs, Mrs. Lockhart, Mrs. Mackenzie, Mrs. D. W. Salter, Mrs. T. L. Perkins, Mrs. D. W. Salter, Mrs. Stubbs, Miss Taylor, Mr. H. J. Best, Mr. J. H. Anniss, Mr. R. N. Mr. A. W. King, Mr. V. C. G. Teh, Mr. T. A. Bersey, Mr. S. Collett, Mr. H. Edmonds, Mr. A. P. Galloway, Mr. W. J. Haggard, Mr. S. Paul, Mr. H. Piercy, Mr. G. H. Piercy, Mr. E. C. Thomas, Mr. B. Trafford, Mr. W. K. Reynolds, Mr. W. Sampson, Mr. F. Smith, Rev. G. E. Updell, M.A., Mr. Y. H. Wong.

During the singing of the closing hymn, "Rock of Ages," a collection was made on behalf of the Cathedral Organ Fund.

ITALIAN CONVENT SCHOOL.

The Results of examinations in Type-writing and Pitman's Shorthand held in December at the Italian Convent, Caine Road, have arrived from Bath and are as follows:—

Amannensis Certificate, 100 words a minute speed.—Miss Dolly Hanson.

Amannensis Certificate, 80 words a minute speed.—Misses Ada Pepperell, Jacintha Domingo and Daisy Dunnett.

Spiced, 80 words a minute.—Miss Beatrice Santos.

Theory Certificate.—Misses Gertrude Julian (1st best); Rosa Rosario (2nd best); Beatrice Gill (3rd best); Daisy Dunnett, Conchita del Pan, Ettio Rosario, Iris Warren, Dorothy Willsie, Amy Stonham and Queenie Julian.

Full Certificate.—Misses Frances Dunn, Dorothy Murray, Katherine Hunt and Dolores Talmage.

V.R.O. SPORTS.

The Victoria Recreation Club sports are fixed for the 21st April, and all entries are to be in by the 14th April. The sports will be held on the Hongkong Football Club ground at Happy Valley, and some keen racing is expected.

The general programme will be on much the same lines as last year, an innovation being the marathon race to which reference was made in last Thursday's Daily Press.

INTERPORT HOCKEY.

A Shanghai telegram to the Daily Bulletin states that Shanghai defeated Hongkong Garrison by 4 to 2.

A Bouter's message states that the Hongkong Garrison beat Tientsin by 2 to 0.

The Hongkong Garrison team is composed of Indian Officers selected from the Hongkong and Singapore R.G.A., and from the 9/11th Bombay Grenadiers. They left for Shanghai a week ago in charge of Lieut. Parkes of the H.R.S. R.G.A. and Lieut. Bacon of the Grenadiers.

Arrangements were made for the team to play a number of matches in Shanghai, including a match with the Indian police under Capt. Barrett's command.

Starter.—Mr. E. W. Carpenter and Mr. J. A. E. Ballock.

Assistant Starters and Time-keepers.—Mr. J. Stone, Mr. J. Lyon, Mr. T. Meek, Mr. Ralph.

Sailing Committee.—Mr. D. K. Blair, Mr. A. Van Andel, Mr. Rouse, Mr. J. Stone.

Clerk of the Course and Regulator.—Mr. O'Farrell.

Competitors Stewards.—Mr. R. H. B. Mitchell, Mr. R. T. Crocker, Mr. F. Schnepel, Capt. Bayliss, Mr. E. Dunn.

Hon. Treasurer, Victoria Regatta.—Mr. B. J. de H. Moore.

Hon. Secretary.—Mr. R. O. Wittell.

Racing will be continued at 11 a.m. this morning.

Mr. Dalsiel very kindly lent his yacht the Plover as flagship for the day.

SIDELIGHTS ON CHINESE LIFE.

SATURDAY MORNING AT THE
POLICE COURT.

A QUEEN MEDLEY OF CASES.

The Police Court on Saturday seemed likely to provide—as it often does—illuminating side lights on Chinese manners and customs. When the Court opened, one object became, as they say, "the cynosure of all eyes"—a truly horrible specimen of a Chinese lion's head mask, which quite outshone the British Lion over the magisterial bench. The latter, however, took no notice, but continued, rampantly, its first endeavour to fetch the Unicorn on the nose. There would be some excuse if the Lion failed to recognise its Chinese kinsman and mistook it, perhaps, for a poor relation—the Chinese cat—because of its fearful grin.

Other curious "properties" incidental to the day's dull and often sordid drama were: an enamelled hand basin full of bricks; a stove of Singapore firewood, alleged to have been partly responsible for a broken head swathed in bandages, visible at the back of the gloomy Court; a gold pendant and chain; a dagger whose possession, later on brings its owner three months' surcease from the struggle for existence; and a great quantity of the rather elaborate apparatus which has to be skillfully manipulated before one can enjoy a quiet pipe of opium.

A NEW WAY WITH THE HOUSING PROBLEM.

Anyone unaccustomed to local police court routine might well be mystified at the way the day's proceedings begin. "Cor—r—" intones the Court constable; everyone rises and remains standing until the Magistrate takes his seat.

A lad steps forward. The interpreter addresses him in Chinese and he replies (we learn from the interpreter): "I have just come up from the country."

"Fined 82," says the Magistrate. Is this a new scheme for discouraging pressure upon housing accommodation in the Colony, and "taking the foreigner" to keep him out (as the late Mr. Joseph Chamberlain recommended)? Oh, no. Charges are not read in English, and an obliging Inspector will tell you that the boy was fined 82, not for "coming up from the country," but for hawking without a license after he had arrived.

"THE COMMON HOUND AND DAILY TASK."

These cases continue for some time (and are heard every day). One cannot help feeling that it is rather derogatory to the dignity of the law to wield its terrors against such petty "crimes," but, presumably, hawkers would become a serious public nuisance if not kept strictly in check. In the opium cases, two dollars per head is the tariff of fines for the handful of wretched creatures collected daily from the Colony's quota of illicit opium smokers. The man who takes the smokers' money in the divans has the option of paying a fine of 50 or going to prison for a month, and judging from his usually poverty-stricken appearance he probably takes out the sentence at the public expense. The surprising thing is that folk are found willing to take the risk of conducting an opium divan, seeing that the fees paid by the smokers who visit them range no higher than from five to ten cents, and Goodness knows how many hours they dream away for these small sums.

INNUMERABLE CASES.

The revenue officer takes innumerable oaths—one to each case—it is not permitted that he should be sworn, once, to tell the truth till (tiffin-time), and at last there is an end to the melancholy procession of "opium-finders"—cadaverous, dejected, listless human skeletons who look as though they often spend five cents on "forgetfulness" when a basin of rice would stand them in better stead.

LAW OF PROCESSIONS.

"Way for the Chinese Lion." The grinning head is borne aloft by a constable who feels that for once he is in the centre of the picture. But the Magistrate is not going to have the Court turned into a circus, not even to oblige the sketch writer. "Take it outside," he says curtly, and the policeman withdraws, crying, "Ala, ala."

These well-to-do Chinese are the supporters of the Lion (speaking in a hoarse, nasal tone), and the Magistrate addresses them as follows: "The Inspector has made enquiries and he finds it is an offence to conduct processions on the south part of the Kowloon Peninsula, and it is not an offence on the part where you were—north of Yaumatei Police Station. You are discharged." From which it is gathered that the charge was "one of holding a procession without permission; also, that the law has its little inconspicuousities, here as elsewhere. Those who wish to "process" may do so on one side of Yaumatei Police Station, but not on the other. "Spectulation was rife" as to the method by which the erstwhile defendants got their lion home, without being charged with "processioning," illegally, in Hongkong, but the Press was too busy to go out and see.

UNRELIABLE THIEVES.

Next: two clumsy young pickpockets—whom Fazio would have considered a disgrace to his Academy—go to prison, and an intelligent young Chinese woman gets back the gold pendant she had lost. The two lads had already been so unskillful as to attract the attention of a policeman—who was shadowing them—when Boy No. 1 made a snatch at the girl's pendant. As usual, he moved it to his confederate, but not without the girl seeing the action. She snatched No. 1 who got away and ran straight into the arms of the policeman. The lad obligingly conducted the

(Continued at foot of next column.)

SEQUEL TO A FATAL MOTOR ACCIDENT. MOTOR DRIVER CHARGED WITH MANSLAUGHTER.

After a protracted inquiry into the circumstances surrounding the death of a chauffeur who died in the Government Civil Hospital on February 18th, as the result of injuries received in a motor-car collision at Tatum Tuk Reservoir a jury brought in a verdict of reckless and negligent driving on Thursday against the Chinese driver of car No. 29. As a sequel to this the driver Ngok Wing, was brought before Mr. J. R. Wood on Saturday morning and charged with manslaughter. At the request of the police, the Magistrate formally remanded the case.

It is alleged that the car was proceeding along the Repulse Bay Road on February 18th when it overtook another car No. 753. Car No. 29 is alleged to have been proceeding at considerable speed and grazed the side of the road. On coming out into the middle of the road again the two cars collided and Lam Cheung, who was in car No. 29 was seriously injured and has since died.

HONGKONG TRADE.

A QUIET MARKET.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—In the last fortnight demand has slackened somewhat, and only moderate sales of dyed and fancy goods are reported. Some small sales of white shirtings are mentioned. Clearances are better.

Cotton Yarn.—Market continues dull with very little business passing. Prices are sagging in sympathy with the decline in the raw material. Quotations are nominal. Quotations are:—No. 10s. \$165/100; No. 12s. \$170/100; No. 14s. \$190/200; No. 20s. \$172/300. Arrivals, 4,600 bales. Shipments, 1,200. Sales, 900 bales. Unsold stock 13,000 bales. Bargains 9,000 bales.

Woolens.—The market is very quiet owing to the unsettled feeling prevailing as to the future trend of things in Canton. Raw Cottons. Stocks are nil, and quotations are purely nominal.—Indian staple at \$39/41, Chinese grades at \$39/46.

Metals.—Business during the last fortnight has been quiet. Small sales of wire nails are reported at higher prices. Local prices are firmer. Flour market report.—Stock estimated at 400,000 sacks. Quotations: American Patent, \$3.00 per sack; American Straight, \$3.05 per sack; American Cut off, \$3.10 per sack; Shanghai Flour, \$3.15 per sack; Australian No. 1, \$3.15 per sack. Window glass.—Local stocks running low. Sugar.—Market continues strong and advancing. Saltpetre.—Very quiet.

police to the address of his confederate, who still carried, in the lining of his cap, the stolen pendant! Really, Fagin would have washed his hands entirely of such wretched exponents of the art. To the Magistrate No. 1 claimed that he was an innocent bystander, but did not explain how he was able to take the police to the other boy's place of abode. "You have been to prison before," inquired the Magistrate. "Yes, once." He is now paying his second visit, and 1933 has no more pleasures for him, nine months' being the sentence.

THE BATTLE OF THE BAZAAR.

The Magistrate takes a breather, and the Court adjourns for a few minutes while 30 men are lined up around the basinful of bricks. There is a connection between the two. In Jardine's Bazaar, East Point, are three houses, two on one side of the way and one on the other, where dwell two clans of Chiu-chiu men; workers at the Sugar Refinery. As is the case just now in China generally, and with as little reason, internecine strife broke out. A quarrel between two small boys is supposed to have started it—this was on the morning of Good Friday. The mothers took sides in the dispute and egged on their menfolk "if they called themselves men" to go in and settle it. A tremendous shindy was soon in full blast. Dwellers on one side of the road bombarded the dwellers on the other. The air was thick with stones, bricks and other missiles, and judging from the look of the premises afterwards, if the battle had gone on long enough the houses would have been transferred piece meal to opposite sides of the road. Such of the participants as were not in hospital were "presented at Court" on Saturday and remanded for a week on bail, that sugar may continue to be refined—even if the refiners are not—in the interval. Some curiosity was expressed as to the method by which Inspector Cockle and a few police rounded up thirty men. "Did they fall in two-deep at the sound of your whistle?" asked a waggish brother officer. The explanation appeared to be that the men are anchored here by considerations of daily bread—or, rather, rice—so, after the row was over, it was a fairly simple matter to arrest most of the male inhabitants of the three houses.

WANTED: A GOOD BARBARIAN.

The upshot of the last case worthy of notice was that an American seaman, stranded "here" since the millionaire tourist ship, *Resolute*, left, urgently needs an opportunity of working his passage home to New Jersey, U.S.A. Shipping Companies despatching steamers for the Atlantic seaboard, and willing to help by finding the man a job, should communicate with the police.

SPORTSWEAR FOR THE HOLIDAYS



FINE QUALITY WHITE FLANNEL
TROUSERS.

LONDON CUT AND TAILORED

\$16.50 PAIR.

JAEGER COAT SWEATERS

IN PLAIN WHITE, OR
WITH COLOURED BORDER.

\$20.00 AND \$23.50.



GOLF HOSE AND KHAKI SHORTS.

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.

EST. 1850.

SHIPCHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE MCINNIS' NAUTICAL SPECIALTIES

GILBERT
AND
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OPERAS
ON
COLUMBIA RECORDS
AT
ANDERSON'S
OPPOSITE WISEMAN'S. TEL. 1322

Wm. Powell
TELEPHONE C. 3146.
GENTLEMEN'S TAILORS AND BREECHES MAKERS.
We have just received a new consignment
of
HIGH-CLASS
SUMMER SUITINGS
IN
SUBSTANTIAL LIGHT-WEIGHT MATERIALS
INCLUDING
SMART LINENS, COTTONS AND SILKS.
FANCY CASHMEREES,
WORSTEDS, FLANNELS, SERGES,
etc., etc.
"TAIPO" CLOTH This is a new fabric and the
ideal cloth for SUMMER WEAR.

NEW ADVERTISEMENTS

DISS BROS.

NOTICE IS HEREBY GIVEN that I have THIS DAY Sold to MACKINTOSH & COMPANY, LIMITED, the Stock-in-Trade and Goodwill of the Business hitherto carried on by me under the style of DISS BROS., at Alexandra Building, Victoria, Hongkong, Tailors.

All Claims and Accounts unsettled Up to This Date will be paid and discharged by me. Dated the 2nd day of April, 1923. A. C. DISS. 643

MACKINTOSH & CO., LTD.

NOTICE IS HEREBY GIVEN that We have as FROM THE DATE hereof Acquired the Stock-in-Trade and Goodwill of the Business hitherto carried on by ASTRUC C. DISS under the style of "DISS BROS." at Alexandra Building, Victoria, Hongkong, Tailors, and We intend to carry on such Business in our Tailoring Department.

All Claims and Accounts unsettled Up to This Date will be paid and discharged by the said ASTRUC C. DISS. Dated the 2nd day of April, 1923. MACKINTOSH & CO., LTD. F. A. MACKINTOSH, Managing Director. 644

FIRST CONCERT

In aid of Welfare Work in London.

THURSDAY, April 5th, 8.15 p.m.

GOVERNMENT HOUSE

(By kind permission of H.E. the Governor).

Programme includes Modern ENGLISH SONGS.

FANTASIE for two Pianos by Rachmaninoff.

PIANO SOLOS by Schumann, Chopin.

Mr. MATHIESON, Mr. HARRY ORE, Mr. ERIC RICE.

Tickets: \$3.00 each, available from—

Lady STRAUS, Government House.

THE ANDERSON MUSIC COMPANY, Ice House Street. 647

SS. "LIEUTENANT ST. LOUBERT BIE"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from LONDON & ANTWERP in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed at their risk into the Godowns of the Hongkong, Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Friday, the 6th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th April, 1923, or they will not be recognized.

All damaged packages will be examined on Friday, the 6th April, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. R. RODENFUSE, Acting Agent. Hongkong, 31st March, 1923. 646

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK.

CONSIGNEES per Company's Steamer "BELLEROPHON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 31st March.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th April, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 31st March, 1923. 645

THE HONGKONG JOCKEY CLUB.

THE FIRST GYMKHANA MEETING

will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th April, commencing 3 p.m.

The Charge for Admission to the Public Enclosure will be \$1.00.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each Member has the right of introducing 3 non-members to the Members' Enclosure. Tickets for whom can be obtained from the Secretary at \$5.00 each up to Friday, 6th April.

The Stewards invite the ladies of Hongkong to be present.

TO LET.

FROM APRIL 1st, TWO OFFICES, Rental and One Small Room. Moderate. Apply Box No 811, c/o Daily Press Office. 647

INTIMATIONS

G. R. NOTICE.

IT IS HEREBY NOTIFIED that on and after WEDNESDAY, the 4th APRIL, THE SUPPLY OF WATER TO ALL DISTRICTS IN KOWLOON will be turned on in the PUBLIC MAINS during the following hours only—

6 A.M. to 11 A.M. and 4 P.M. to 8 P.M.

The co-operation of the Public in reducing the consumption to a minimum is requested. T. L. PERKINS, Water Authority. Public Works Department, Hongkong, 29th March, 1923. 641

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD., beg to announce that Departments for the Sale of FRESH FISH, FRUITS AND VEGETABLES will be opened at the Ice House, 2nd April, from which date this following may be procured—

Butcher Meats, Fresh Fish, Fruits and Vegetables, Ice.

Ice obtained at this Store will be charged at the rate of 1 1/2 cents per lb. other prices remain as usual.

It is hoped that all residents of the Peak Districts will avail themselves of this Store. Hongkong, 27th March, 1923. 641

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY, the 11th APRIL, 1923, commencing at 3 P.M., at their Sales Room, Duddell Street.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery capable of producing 100,000 (One hundred thousand) pieces 20-cent (Twenty cent) coins or 200,000 (Two hundred thousand) pieces 10-cent (Ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. GIMMAN & CO., LTD., or the Undersigned.)

Terms—25% of Purchase Money to be paid on Fall of Hammer. Balance to be paid within two weeks of day of sale. LAMBERT BROTHERS, Auctioneers. 628

PARTICULARS

VALUABLE LEASEHOLD PROPERTY Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee By PUBLIC AUCTION, IN ONE LOT.

ON MONDAY, The 12th DAY OF MAY, 1923, at 3 o'clock P.M.

Messrs. LAMBERT BROTHERS, At Their Office, Duddell Street.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 71 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers. 1257

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD. 169

TO LET.

TWO OFFICE ROOMS, Top Floor, 6 Queen's Road Central. Apply GANDER, PRICE & CO., LTD. 200

TO LET.

UNFURNISHED, No. 144A, THE PEAK near the Barker Road Tram Station—8 Rooms for 9 Months, \$250 Per Month. For particulars apply to DENISON, RAM & GIBBS. 9th February, 1923. 635

FOR SALE.

FOR SALE by Private Treaty, One TEAKWOOD STEAM LAUNCH. Reg. Tons 12.30. Length, 54' 8". Breadth, 10' 4". Depth, 4' 4". Engines, 2 and 18' x 10' Stroke. Non-condensing. Boiler, 4' 6" diam. x 8' 8" long. Speed, 9 knots. This Launch was extensively overhauled in 1920 (New bunkers entire new decks and deck beams being fitted).

Apply SUPERINTENDENT ENGINEER'S DEPT., Messrs. BUTTERFIELD & SWIRE. 610

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE SS. "SLAVIC PRINCE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 3rd April, 1923, at 10 A.M.

All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 3rd April, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (PAK EAST), LTD. St. George's Building. Hongkong, 26th March, 1923. 615

NOTICE TO CONSIGNEES.

The Steamship "MUNCASTER CASTLE."

FROM NEW YORK & BOSTON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents. Hongkong, 17th March, 1923. 619

SS. "PAUL LECAT."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles, etc., also Cargo ex ss. "VILLE DA METZ" from Bordeaux and Havre, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 3rd April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th April, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 3rd April, 1923, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. R. RODENFUSE, Acting Agent. Hongkong, 26th March, 1923. 639

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BY CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

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Messrs. BREWER & CO.

Messrs. A. E. WATSON & Co.

Canton: "Daily Press" Office.

Messrs. KELLY & WALES, LTD.

Messrs. BREWER & CO.

Messrs. A. E. WATSON & Co.

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spectacle glasses is of the greatest importance.

writes Dr. C. Hartbridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a false source of eye-strain may be introduced."

The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instruments to adjust your spectacles to a nicety.—Advt. 602

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SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE 616

BIRTHS.

IVY.—At Yokohama, on March 15th, the wife of Mr. M. H. IVY, of a son.

STANGE.—At Hongkong, on March 28th, to the wife of Dr. C. Frederick STANGE, Captain R. A. M. C. (late Major R. A. M. C.), Modeste d'Honnore, des Epidemies, of the O.M.S. Hospital, Hanchow, a son.

BESTER.—At Shanghai, on March 27th, to Mr. and Mrs. R. A. BESTER, a daughter.

MARRIAGES.

BING.—At Shanghai, on March 24th, Frederick BING, to BEETHA BING, daughter of Mr. and Mrs. BING.

MAHNFELDT.—At Shanghai, on March 25th, Rudolph MAHNFELDT, aged 43 years, to Mrs. MAHNFELDT, aged 43 years.

ROLY.—At Shanghai, on March 28th, the British Consul and afterwards at Christ Church, Shanghai, Canton, to the wife of Mr. CLAUDE HAMILTON, only son of Mr. CLAUDE HAMILTON, of Shanghai, and Mrs. P. H. HAMILTON, youngest daughter of the late JOSEPH ARNOLD, M.D., of Nice, France. 647

DEATHS.

CLARKE.—At Shanghai, on March 24th, to Mr. and Mrs. E. B. CLARKE, a son.

GRAY.—At Shanghai, on March 28th, MARJORIE, wife of ALEXANDER GRAY, Chartered Bank of India, Australia and China.

HAMPSON.—At Shanghai, on March 24th, to Mr. and Mrs. C. W. HAMPSON, a daughter.

URKE.—At Shanghai, on March 27th, Edna, beloved wife of Mr. H. J. URKE, aged 25 years.

HONGKONG OFFICE: 104, DES VOEUX RD., 57. LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 2ND, 1923.

CHAMBER OF COMMERCE MEETING.

The speech delivered by Mr. A. O. LAY, as Chairman of the Hongkong General Chamber of Commerce, while it touched upon many subjects stale to the general public by reason of the publicity previously given in the Press to the Chamber's activities, yet contained references to a few topics of which little has

been heard by the general public. Among these not the least important is the subject of typhoon warnings. The attention of all master mariners might well be drawn to the remarks the Chairman had to make on the topic. A typhoon last year was responsible for the loss of three or four valuable ships, and it is perfectly plain that these losses might have been averted had the service of typhoon warnings been as efficient as in these days of scientific achievement they should be. It seems incredible that in an age of rapid communications by telegraph—submarine and wireless—that Father Frost, Head of the Zikawei Observatory at Shanghai, should have to complain that it is "invariably a month before observations taken at some of the outstations reach Zikawei." The investigation which followed the Swatow typhoon has shown that the accuracy of the warnings issued by the Hongkong Observatory must, on occasions, be impaired by similar delays in the receipt of observations from distant points. The extended use of wireless for transmitting as well as receiving messages would undoubtedly prove of valuable assistance to "those engaged in the difficult task of forecasting the course of storms" and it may be hoped that the Chairman's appeal to Shipping Companies to instruct masters of their vessels fitted with wireless to send weather reports regularly to Hongkong and other Observatories will be generally acted upon, particularly in the typhoon season. "One hopes," he said, "that every ship fitted with wireless will constitute itself a travelling observing station, following the guidance of Observatory officials, for the purpose of locating typhoons." It surely is not asking too much. In this connection the prospect of more vessels trading locally being compulsorily equipped with wireless installations in the near future will be widely welcomed. We refer more particularly to ships registered in the United Kingdom and engaged in Eastern trading. Since the value of wireless equipments on ocean-going vessels is now generally recognised it has been regarded as something approaching a scandal that so many such ships in these waters are still without this advantage. Apart from the additional sense of security it will give to the crew and the travelling public—some of these ships carry hundreds of Chinese coolies—the fact that they will be able to maintain communication with the Observatories should make for the greater safety of shipping. The Community will feel grateful to Mr. ADAMSON for the references he made to the hitch in the negotiations in connection with the removal of the Military Establishments from the centre of the City of Victoria where they serve only to block the commercial expansion of the city and consequently to impose a tax on the community beside which the direct taxation of twenty per cent. of the Colony's revenue which is paid as a military contribution is probably small, large as that figure appears. Mr. ADAMSON very pertinently emphasised that point in the remarks he made on the subject. Owing to the impossibility of expansion in the natural direction, he said, land in the central district has risen from six dollars per square foot to fifty dollars a square foot during the last fifteen years, and rents have increased fifty per cent. during the same period. It is obvious, as Mr. ADAMSON said, that had the military lands been available these enormous increases would not have taken place, and the high cost of living which is so detrimental to the Colony would have been in part avoided. Excessive rentals, of course, can only be paid by the increased taxation of trade. The subject of the removal of the Military Establishments is thus seen to be one which intimately concerns the Chamber of Commerce, and it is, as Mr. ADAMSON remarked, a question of ever-increasing urgency. No opportunity should be missed of pressing for a speedy decision in the matter, and the fact that we have had such vigorous protests recently by Mr. LAY as Chairman of the Hongkong and Shanghai Banking Corporation and now by Mr. ADAMSON, should serve to greatly strengthen the hands of the Unofficial members of the Legislative Council who have been consistently pressing for the removal of the Military Establishments to sites which are deemed to be more suitable from every point of view.

Radio-telephony between Peking and Tientsin was inaugurated last week.

Messrs. Mackintosh & Co., Ltd., have acquired the tailoring business of Messrs. DISS BROS. Announcements on the subject appear among to-day's advertisements.

His Excellency the Governor, has appointed Mr. J. H. B. Nihill to be an Assistant to the Secretary for Chinese Affairs and as a Deputy Registrar of Marriages.

The first concert at Government House in aid of welfare work in London, to be given on Thursday next, will include English songs by Mrs. Mathieson and pianoforte selections by Mr. Harry Ore and Mr. Eric Rice.

H. E. the Governor by a Proclamation has extended the Maintenance Orders (Facilities for Enforcement) Ordinance 1921 to maintenance orders made by courts in Ceylon and the Straits Settlements.

Reuters' Peking correspondent reports that Mr. R. H. Olive, the British Counsellor of Legation, has received a telegram from the Foreign Office informing him of his appointment as British Consul-General at Munich.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, Mr. Robert Hormus Kotewall to be an Unofficial Member of the Legislative Council during the absence on leave of the Hon. Mr. Chow Shou-sun.

The Kingdom of Italy has filed suit in the U. S. Court for China against the Robert Dollar Co. for Tls. 5,000, for damage alleged to be done to the Italian gunboat *Ermano Carlotto* by the tug *A. B. Dollar* in a collision on the morning of January 22nd, 1923.

As the result of a collision between a motor lorry belonging to Messrs. Davis Boag & Co. and a truck, a coolie in charge of the truck was injured on Thursday. He was sent to the Government Civil Hospital. Fortunately, his injuries proved to be not so serious as was at first thought.

The wedding took place in Peking on March 24th of Mr. George Seymour Cruickshank, manager of the Peking Electric Company, and Miss Annie Craig Rice, daughter of the late Mr. and Mrs. U. Rice, M.P., Cornwall. The bride was given away by Mr. Alex. Ramsay, and the bridegroom was attended by Mr. H. C. Faxon as best man.

The Bishop of Victoria expects to be absent from the Colony from March 30th to about April 18th. After taking Easter services at Swatow, he proceeds to Shanghai for meetings of the House of the Bishops of the Chinese Church (Chung Hwa Sheng Kung Hui), of the Church Missionary Society Advisory Council for China and for other Committee work.

A Revolver accident is reported at Bangkok. Mr. Brewitt Taylor shot a dog in the compound of the B. B. T. C. Mr. A. V. Root standing beside him. Mr. Brewitt-Taylor emptied the magazine and was closing the pistol when a cartridge remaining in the chamber went off. The bullet went clear through the fleshy part of Mr. Root's thigh. After the wound was dressed, Mr. Root was taken to the Nursing Home. He passed a good night, and was progressing satisfactorily when the mail left.

Mr. J. L. Crockett, who has for some years past been the Manager of the Chartered Bank in Hongkong left the Colony on Saturday by the P. & O. steamer *Suez*, accompanied by Mrs. Crockett, and will not be returning to the Colony. Their departure will be regretted by a wide circle of friends. Mr. Crockett, we understand, will occupy a post in the Head Office of the Bank in London. Mr. A. Ferguson has been appointed Manager of the Hongkong branch.

A small fire broke out on board the s.s. *Kwaiyang* during the early hours of Saturday morning, whilst the vessel was lying at anchor to buoy No. 27. Smoke was seen to be issuing from one of the holds. A wireless message sent out from the vessel was first picked up by the H.M.S. *Carlisle*. The No. 1 and 2 fire-floors were sent to the distressed ship. A quantity of stores in the companion's stowage room were found to be alight. The fire was extinguished about an hour after the arrival of the fire floes. Some damage was done to the ship's cargo by water. The s.s. *Kwaiyang* was to have proceeded to Singapore that morning but her departure has been delayed until to-day.

Mr. D. M. Dalal has been appointed High Commissioner for India in place of the late Sir William Meyer. Mr. Dalal is a Parsi.

because Sanatogen is the ideal energising food for the healthy, as well as for the sick.

In the words of Professor Mann—formerly Assistant Professor of Physiology at Oxford University—"a building-up process goes on in the nerves after the administration of Sanatogen."

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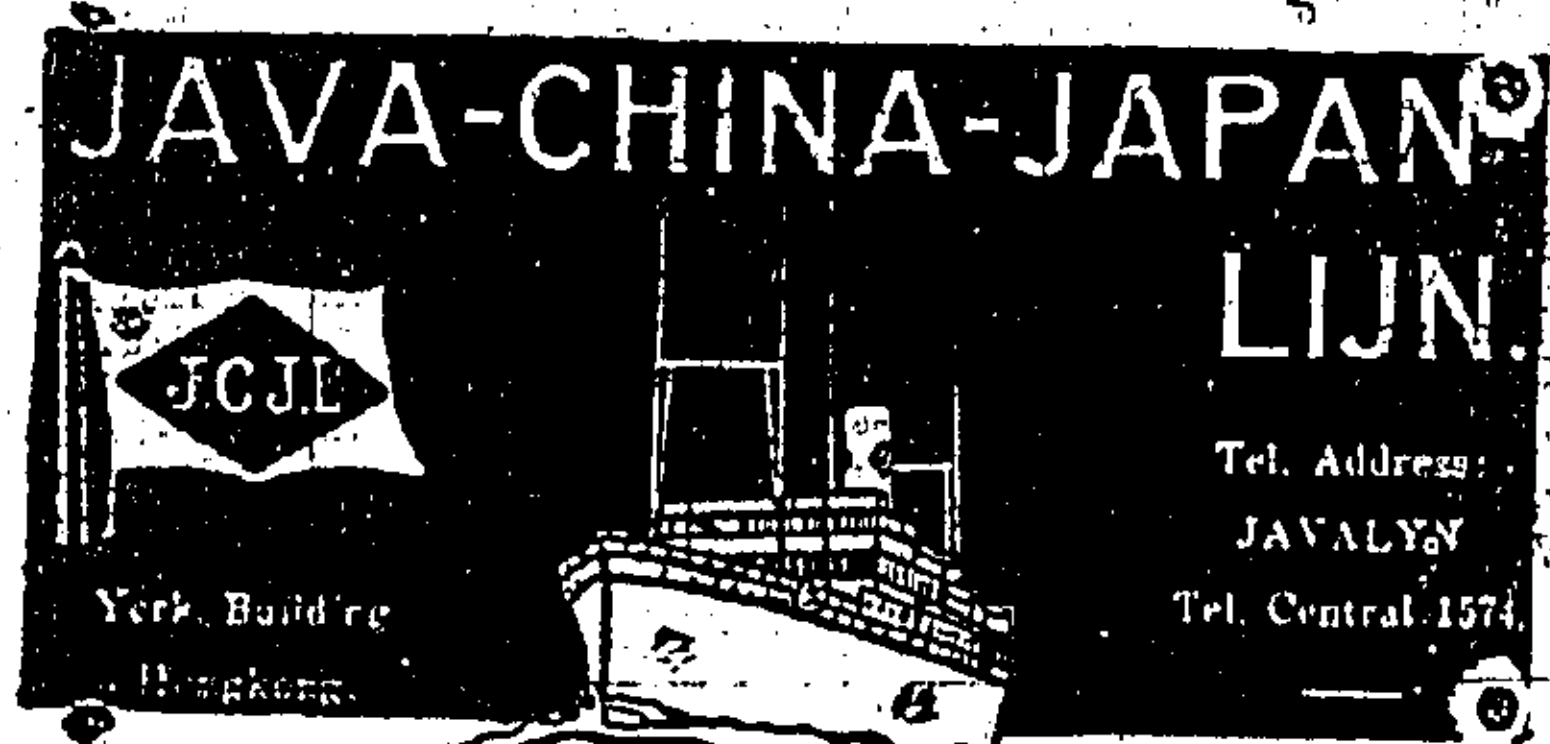
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ALL agree that the best is the cheapest. EVERYBODY agrees that Watson's is a Whisky preserving the finest traditions of SCOTLAND'S BEST.

SOLE AGENTS. Tel. 636.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	NORTH CHINA	In port	2nd April	BAHAYA via BILITON
TJITAROEM	JAVA	In port	3rd April	CHINWANGTAO & DALY
TJILEBOET	JAVA	4th April	9th April	SHANGHAI & JAPAN
TJIKEMBANG	NORTH CHINA	—	16th April	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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JAVA-CHINA-JAPAN LIJN.

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Regular monthly service between:
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMERICAN, ROTTERDAM, HAMBURG AND BREMEN
Sailings, subject to alterations.

Arrivals from Europe.
SS. "OOSTERK" ... about 25th April.
SE. "OUDERK" ... about 25th May.

Sailings to Europe.

Steamers	For	Sailing on or about
"BANKA"	Amsterdam, Rotterdam, Hamburg & Bremen	30th Apr.

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
General Agents.
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"Falconite" WHITE ENAMEL

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"Falconite" is easy to work—dries with a brilliant lustre that keeps glossy and white.
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ALEXANDRA BUILDINGS, HONGKONG.

BANKING AMALGAMATIONS. COMPETITION OR STRENGTH?

The following interesting observations on this subject are by a city correspondent of *The Observer*—

The recent acquisition by Lloyds Bank of the business of Messrs. Cox and Co., the well-known Army bankers, closely followed by the amalgamation of Glyn Mills Currie and Co. with Holt and Co., have revived interest in the subject of banking amalgamations. With the exception of a few provincial banks, chiefly in the Lancashire district, the banking facilities of England are now in the hands of seven institutions, consisting of what are known as the Big Five, and two other institutions—the Bank of Liverpool and Martins and the Williams' Deacons Bank. To the absorption of pure Army agents by a great banking institution there can be little or no objection, except, perhaps, a sentimental objection, that a soldier is heard expressing much sentiment over the ways of his bank; but to the principle of diminishing the number of banks by combination, which has been so marked a feature of recent years, grave objection has often been raised.

THE BIG FIVE.
The late Sir Edward Holden was probably the most powerful supporter of the amalgamation movement, and it was largely due to the activities of the London City and Midland Bank, under his guidance, that the other great London banks adopted similar measures. It was his recreation to motor about the country studying bank branches and bank sites. Under its present style of the London Joint City and Midland Bank, this institution now embodies no fewer than thirty-three other banks taken over during the period from 1851 to 1920, the most important unions having been effected since 1917, in which year the Belfast Banking Company was acquired by the purchase of its share capital, while in the following year amalgamation with the London Joint Stock Bank was effected, and in 1922 the share capital of the Clydesdale Bank was acquired. In the process of these absorptions the bank has attained a position of pre-eminence as regards the magnitude of its deposits, which exceed £350,000,000. It is practically equalled by Lloyds Bank, with its latest Cox extension, which involves an addition of approximately £18,500,000 to its existing total of about £330,000,000 of deposits. Even before the Holden enterprise Lloyds Bank was noted for its large number of ramifications. The principal constituents of the bank now are the Capital and Counties Bank, absorbed in 1918, the National Bank of Scotland, practically the whole of the capital of which was acquired in 1918, and the London and River Plate Bank.

BARCLAYS AND WESTMINSTER.
Third on the magnitude list is Barclays Bank, with upwards of £300,000,000 of deposits, built up greatly by amalgamation and absorption. The bank absorbed the London Provincial and South Western Bank in 1918, and a year later acquired the share capital of the Union Bank of Manchester, and practically the whole of the stock of the British Linen Bank, a great Scottish institution, and in 1920 the share capital of the Anglo-Egyptian Bank was acquired.

The London County Westminster and Parr's Bank was a title which indicated the principal banks involved in comparatively recent amalgamation processes. Cumberston's nomenclature is handicapped, and the name has just been changed to the Westminster Bank, Ltd.

ADVANTAGES AND DISADVANTAGES.
The era of bank amalgamation was divided into two periods. First there was the period when the more important London institutions absorbed the less important banks of the provinces, and then there came the period, just before the war and during it, when having almost completed the process they took to amalgamating with each other. There was often an outcry even against the former process. The argument was that it was the local banking firm had personal knowledge of the district and the customers, whereas such knowledge was rendered of comparatively little use when so frequently over-ridden by the cast-iron regulations from London headquarters. The reply of the bankers was that such knowledge was welcomed, and that the great London institutions, saving several districts could transfer money and loan facilities from one district where for the time being they were not much wanted, to another in which they were in eager demand. There was also the even more important reply that by these amalgamations and absorptions the local banks were greatly strengthened, and this cannot be denied; whereas in periods of stress banks used to go down like ninepins all over the country, the failure of a bank of any real importance has for years been a rarity.

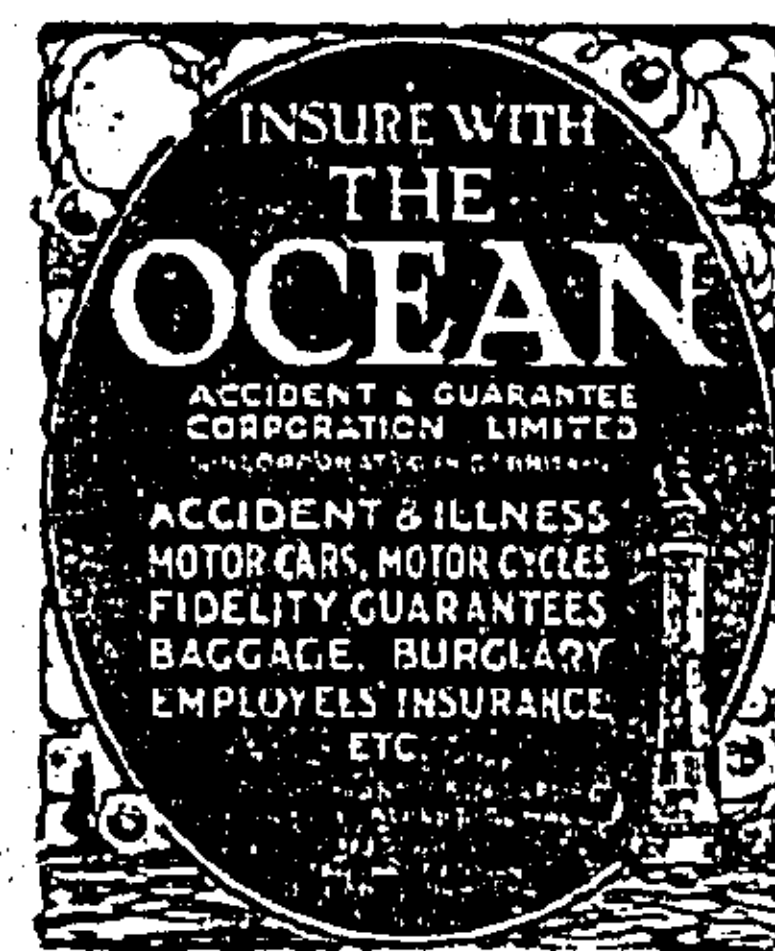
"MONEY TRUST" SCARE.
Considerable as was the opposition to the absorption of the smaller country banks by the larger London ones it was small compared with the opposition when the great banks thus built up, began to amalgamate with each other. The opposition culminated in a cry that a "Money Trust" was being formed, and about five years ago a Treasury Committee was appointed to inquire into the matter. It pointed out the dangers and recommended no banking amalgamation without the authorisation of a Government Committee. Such a committee was appointed, but it seemed to authorize for there has been great banking amalgamation since. Yet nothing has happened except some grumbling on the part of a few traders as to restricted facilities. Banking competition among the giants seems keener, if anything, than it was among the pigmies.

It is still a debatable point whether the community is better off worse under the new system than under the old, but it seems obvious that large and powerful banks are indispensable under modern conditions. Not only have our bankers been forced to consolidate in order to be in a position to face a corresponding growth of huge banking combinations abroad—particularly in Germany and the United States—but the size which many of our home industrial concerns have assumed, is in itself justification for the constitution of bank with enormous credit resources at their disposal.

One can scarcely imagine, for example, a concern of the dimensions of Lever Brothers, with upwards of £48,000,000 of issued capital, finding the facilities of a moderate-sized bank, or even of two or three, sufficient for its requirements.

LONDON AS THE FINANCIAL CENTRE.

From an international point of view, an argument in favour of the big bank is the maintenance of London as the financial centre of the world. Traders all over the world find that trade can be more economically financed in London than in any other capital, and for this reason London has maintained its position as clearing-house for a large portion of the commerce of the world, buyers and sellers of goods in different countries making and receiving payment at the central point. Such transactions frequently involve large displacements of credit, and they could not be effected with ease but for the vast mobilisation of resources which a large bank can command. With its almost unlimited ramifications, the big bank is able to afford accommodation to its customers in any part of the world—especially as the combinations have involved colonial and foreign banks with a minimum of trouble and the utmost expedition. In any case, there is this to be said for the mammoth bank; we should almost certainly have seen more financial difficulties during the troublous times experienced since 1914 but for its existence.



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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

STEAMSHIP	SUBJECT TO ALTERATION.	2nd Apr. Noon.
STRATHCALOUTTA via AMOY, KUALA LUMPUR, BANGKOK, via SWATOW	"CHAKSANG"	Monday, 2nd Apr. Noon.
TIENSHIN	"CHEONGSHING"	Tuesday, 3rd Apr. Noon.
KORE via SHANGHAI	"KUTSANG"	Wednesday, 4th Apr. Noon.
SAIGON	"MAUSANG"	Wednesday, 4th Apr. 5 p.m.
HAIPHONG via HOIHOW	"LRESANG"	Friday, 6th Apr. 10 a.m.
SHANGHAI via SWATOW	"TAISANG"	Friday, 6th Apr. Noon.
MANILA	"YUENSANG"	Friday, 6th Apr. 3 p.m.
STRAITS & CALCUTTA	"ROKSANG"	Saturday, 7th Apr. 3 p.m.
KORE via SHANGHAI	"NAMSANG"	Thursday, 14th Apr. Noon.
KORE	"HOSANG"	Friday, 14th Apr. Noon.
SANDAKAN	"HIMSANG"	Friday, 20th Apr. 3 p.m.
BANGKOK via HOIHOW	"CHUNSHANG"	Saturday, 21st Apr. 10 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Swatow and Yangtze River via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, "HIMSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSHIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KWASANG" will be despatched on or about Monday, and April, at Noon, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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GLEN AND SHIRE

JOINT SERVICE of STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong
"GLENOGLE"	9th April.
"GLENAMOY"	25th April.
"GLENAPP"	7th May.

HOMWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKEBURGH"	9th April.	Greece, London, Rotterdam & Hamburg.
"GLENADE"	20th April.	London.
"GLENARIFFE"	8th May.	Greece, London, Rotterdam and Hamburg.

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co. Ltd.

The Glen Line, Ltd., AGENTS.

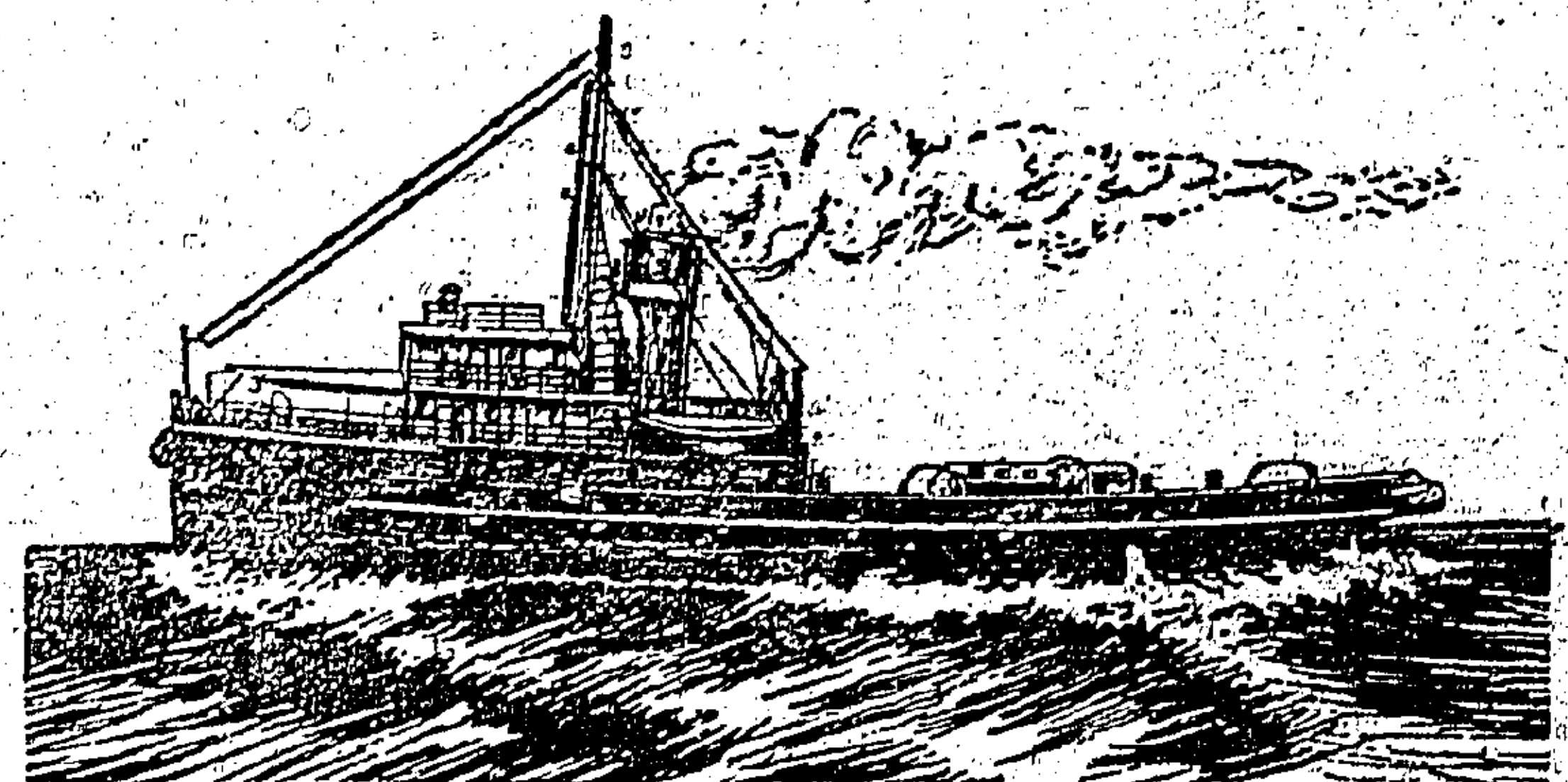
Telephone: Central No. 21, 2nd-st. 22 and Central 2886

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Steel Twin Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

March 29th.
Hanoi, French str., 739 tons, Capt. F. L. Morvan, from Kwangchowwan, with a general cargo.—P. A. Lapique.
Saparaea, Dutch str., 4,225 tons, Capt. J. W. Kempff, from Shanghai, with a general cargo.—J.C.J.L.
Nanning, British str., from Canton.

March 30th.
Apoy, British str., 1,340 tons, Capt. A. Fraser, from Saigon, with a general cargo.—W. F. Shing.
Larnaca, British str., 3,229 tons, Capt. A. J. Rainey, from Saigon, with rice.—H.M.H. Nemaze.
Banyu Maru, Japanese str., from Canton.
Chak Sang, British str., 1,170 tons, Capt. O. D. Nicol, from Swatow, with rice.—J.M. & Co.
Childar, Norwegian str., 1,102 tons, Capt. O. Olsen, from Swatow, with a general cargo.—Kin Tye Loong.
Dunstan, British str., 2,060 tons, Capt. W. Adams, from Saigon, with a general cargo.—H.M.H. Nemaze.
Heli, Chinese str., 860 tons, Capt. J. T. Thirlwell, from Saigon, with rice.—Kwong Chung.
Hsinpingan, Chinese str., from Canton.
Hydrangea, British str., 561 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chin On S.S. Co.

March 31st.
Jade, French str., 350 tons, Capt. L. Chevalier, from Tourane, with a general cargo.—Kai Yue.
Kejun Maru, Japanese str., 1,306 tons, Capt. R. Subana, from Dairen, with coal.—M.B.K.
Sheaf Lane, British str., from Canton.
Soudan, British str., 4,217 tons, Capt. R. M. Collyer, R.D., R.N.R., from Shanghai, with a general cargo.—Mackinnon, Macdonald & Co.
Sungshan Maru, Japanese str., 1,502 tons, Capt. G. Kuwamura, from Shanghai, with a general cargo.—N.Y.K.
Sun On, Chinese str., 394 tons, Capt. Lee Bing, from Kwangchowwan, with a general cargo.—Hop Fat.

March 31st.
Anherst, Chinese str., 241 tons, Capt. Kwok Shau, from Hoihow, with a general cargo.—On Fat S.S. Co.
Bunka, Danish str., 1,049 tons, Capt. E. Juel Hansen, from Bangkok, with a general cargo.—John Mauners & Co.
Bellington, British str., 5,743 tons, Capt. W. J. Alford, from Cebu, with a general cargo.—B. & S.
Gincau Maru, Japanese str., 1,005 tons, Capt. S. Kobayashi, from Bangkok, with a general cargo.—Wang Lee.
Glymont, American str., 1,672 tons, Capt. O. Aronson, from Saigon, with rice.—Admiral Oriental Line.
Hain Chang, Chinese str., 1,258 tons, Capt. J. A. Murphy, from Shanghai, with a general cargo.—C.M.S. & Co.
Kiku Maru, Japanese str., 1,507 tons, Capt. H. Ouchi, from Keelung, with rice.—O.S.K.
Kwelin, British str., from Canton.
Lt. St. Lambert-Bie, French str., 3,550 tons, Capt. Philippi, from Saigon, with a general cargo.—Messageries Maritimes.

New Midland, British str., 843 tons, Capt. E. Jackson, from Pakhoi, with a general cargo.—Yick Tai S.S. Co.
Prominent, Norwegian str., 1,379 tons, Capt. N. Hansen, from Saigon, with rice.—K. Larson & Co.
Reims, French str., 317 tons, Capt. A. Montheau, from Hoihow, with a general cargo.—Tai Woo & Co.
Song Ma, French str., 1,439 tons, Capt. J. Mathis, from Hongay.—P. A. Lapique.

Tokushima Maru, Japanese str., 3,702 tons, Capt. J. Masuda, from Moji, with a general cargo.—N.Y.K.
Tyndareus, British str., 7,172 tons, Capt. S. Madgwick, from Victoria and Nagasaki, with a general cargo.—B. & S.

April 1st.
Cheongching, British str., from Canton.
Haiching, British str., 1,287 tons, Capt. J. S. Thomson, from Foochow, Amoy, and Swatow, with a general cargo.—D.L. & Co.

Halvard, British str., from Canton.
Harau Maru, Japanese str., 1,507 tons, Capt. I. Utago, from Bangkok, with a general cargo.—Matsumoto & Co.
Kanehwa, British str., from Canton.
Perseus, British str., 3,229 tons, Capt. W. Simpson, from Singapore, with a general cargo.—B. & S.

Poolee, Chinese str., 314 tons, Capt. Chan Kam, from K. C. Wan, with a general cargo.—Tung Woo S.S. Co.
President, American str., 8,303 tons, Capt. H. L. Jones, from San Francisco and Shanghai, with a general cargo.—Pacific Mail S.S. Co.
Tean, British str., 1,351 tons, Capt. B. F. Mitchell, from Hoihow, with a general cargo.—B. & S.

Yue Ying Wa, British str., 816 tons, Capt. Wm. Ross, from Tourane, with a general cargo.—Cheong Yue S.S. Co.
Yuen Sang, British str., 1,123 tons, Capt. B. O. Mitford, from Manila, with a general cargo.—J.M. & Co.

SHIPPING MOVEMENTS.

The s.s. *Rhesus* (Blue Funnel) arrived London on March 28th.
The s.s. *Telemachus* (Blue Funnel) arrived London on March 29th.
The N.Y.K. s.s. *Yokohama Maru* (American line) left Shanghai, for Hongkong on March 31st, and is expected here on April 2nd.

The N.Y.K. s.s. *Rangoon Maru* (Bombay line) left Singapore, for Hongkong on March 30th, and is expected here on April 2nd.
The E. & A. Co.'s s.s. *Arctura*, left Moji for this port on the 31st inst., and is due here on April 5th at about daylight.

VESSELS EXPECTED.

Andoite (M.M.), due April 24th.
Andri-Léon (M.M.), due April 10th.
Doko Maru (N.Y.K.), due today.
Empress of Russia, due April 12th.
Eurylochus (Blue Funnel), due April 14th.
Glaucus (Blue Funnel), due April 25th.
Montcalm (Blue Funnel), due April 15th.
Ningchow (Blue Funnel), due April 21st.

CLEARANCES.

March 30th.
Banyu Maru, for Keelung.
Haihow, for Swatow.
Hsinpingan, for Canton.
Lushan Maru, for Swatow.
Ming Sang, for Hoihow.
Saparaea, for Singapore.
Santa Maria, for Haiphong.
Sinchiang, for Shanghai.
Soudan, for Singapore.
Sungshan Maru, for Canton.
Takaka Maru, for Swatow.
Telemachus, for Saigon.
Viet Overstraten, for Singapore.
Yue Wah, for Swatow.

March 31st.
Campinas, for Swatow.
Chung Hing, for Canton.
Dunstan, for Swatow.
Hanoi, for K. C. Wan.
Huihow, for Hoihow.
Kaijo Maru, for Swatow.
Kajun Maru, for Canton.
Kawang, for Shanghai.
Kwong Sang, for Swatow.
Lt. St. Lambert-Bie, for Shanghai.
Manchester Castle, for Shanghai.
Prometheus, for Canton.
Sun On, for K. C. Wan.

PASSENGERS.

ARRIVALS.
Per s.s. *Haiching*, on April 1st:—Mr. and Mrs. Macalpin, Mrs. B. Lyon, Mrs. Parkinson, Miss Kokusan, and Mr. J. Marais.
DEPARTURES.
Per P. & O. s.s. *Soudan* on March 31st:—Mr. E. J. Barford, Mr. P. D. Sutherland, Mr. R. T. Aitken, Mr. H. Hossein, Mr. L. Dyson, Mr. W. Sheedon, Miss I. Pringle, Mr. and Mrs. R. S. Greene, Mr. H. B. Vellani, Mr. E. F. Mackenzie Stewart, Mr. and Mrs. Marshall, Mr. F. S. Wood, Mr. B. H. Sharpe, Miss V. Thorne, Mr. and Mrs. J. L. Crockett.

REDUCED TRANS-PACIFIC FARES.
N.Y.K.'s NEW RATES.

The Nippon Yusen Kaisha has decided to quote, operative forthwith, the following reduced through fares from the Orient to Europe via American and vice versa:

(1) N.Y.K. Seattle Line 1st class Trans-Continental train 1st class Trans-Atlantic Steamer 1st class (U.S. \$205 accommodation).

From Manila From Nagasaki
" Hongkong " Kobe
" Shanghai " Yokohama
Eastward U.S. \$350.00 U.S. \$347.50
Westward £107.0.0d. £102.0.0d.

(2) N.Y.K. Seattle Line 1st class Trans-Continental Train 1st class Trans-Atlantic Steamer cabin class (U.S. \$130 accommodation).

From Manila From Nagasaki
" Hongkong " Kobe
" Shanghai " Yokohama
Eastward U.S. \$345.00 U.S. \$340.00
Westward £93.0.0d. £87.0.0d.

(3) N.Y.K. Seattle Line 1st class Trans-Continental Train 1st class Trans-Atlantic Passage 2nd class (U.S. \$120 accommodation).

From Manila From Nagasaki
" Hongkong " Kobe
" Shanghai " Yokohama
Eastward U.S. \$343.00 U.S. \$340.00
Westward £93.0.0d. £87.0.0d.

THE HAGUE RULES.

The following note on the present position with regard to the Hague Rules appears in the Annual Report of the Hongkong General Chamber of Commerce:—

Early last year the Board of Trade intimated that the Government were pledged to bring in a Bill by which it was proposed to give effect to the Report of the Imperial Shipping Committee. As the request of the authorities of the Board of Trade, who expressed themselves as being alive to the advantages offered by a Code likely to prove acceptable to all nations, a representative of the shipowners on the one side and of the British Federation of Traders on the other, met and agreed to a code, the product of concessions by both parties, which the Board of Trade expressed its intention to adopt.

The agreement was subsequently accepted by the Chamber of Shipping, not as an attempt to alter the Hague Rules, which can, of course, only be done in International Conference, but solely because of the Government's declared intention to legislate. The Government, later, so altered the Code submitted to it as to make it now unacceptable to either cargo or shipping interests, and there the matter rests.

Meanwhile as an indication of a gradual and eventually universal adoption, the Hague Rules have been incorporated in the Bills of Lading of a very large number of ocean lines. It is a matter for regret that Bills of Lading with the clause "Received or delivered for shipment" deleted are still issued and accepted in certain quarters, before shipment has actually taken place, and that this particular provision should under these circumstances continue to be demanded in letters of credit.

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WEATHER REPORT.

Apr. 1st at 12.55.—Pressure has decreased considerably at Shanghai and increased slightly over Formosa, Kwangtung, and the Philippines.

The anticyclone has weakened and moved eastward.
The monsoon will be interrupted to the north of Amoy and will be moderate over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., 1st April, 0.00 inch. Total since January 1st, 1.16 inches, against an average of 2.33 inches.
The forecast for the 24 hours ending at noon 2nd Apr. is as follows:—

DISTRICT FORECAST
Hongkong to Cap Rock ... E. or variable winds, moderate; fine to cloudy.
Formosa Channel ... The same as No. 1.

South coast of China between Hongkong and Hainan ... The same as No. 1.
South coast of China between Hongkong and Hainan ... The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.
Hongkong Observatory, April 1st.

	Previous Day	On Date	On Date
	at 4 p.m.	6 a.m.	3 p.m.
Barometer	30.04	30.04	30.03
Temperature	71	68	71
Humidity	81	83	89
Wind Direction	E	E	SE
Force	5	3	3
Weather	B	B	B
Rain	0.00	0.00	0.00

Highest open-air temperature on 31st ... 78
Lowest open-air temperature on 1st ... 49

HONGKONG TIDE TABLE.
From Apr. 2nd to 8th, 1923.

Days of Week	HIGH WATER		LOW WATER	
	Time	Height	Time	Height
Mon.	2 m 48 s	6.4	10 m 38 s	2.1
Tues.	3 m 10 s	6.6	9 m 43 s	1.9
Wed.	4 m 11 s	6.7	8 m 48 s	1.7
Thurs.	5 m 02 s	6.8	7 m 53 s	1.5
Fr.	6 m 13 s	6.9	6 m 58 s	1.3
Satur.	7 m 24 s	7.0	6 m 03 s	1.1
Sun.	8 m 35 s	7.1	5 m 08 s	0.9

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

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CONTAINING ALL THE WEEKS LOCAL NEWS.
The Paper to read Home.

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£120 Connecting with Canadian Pacific Atlantic Empresses.
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Second-Class
£82 Connecting with Monoclass Cabin Atlantic Steamers.
£80 Connecting with Canadian Pacific Atlantic Empresses.

New Canadian Pacific Monoclass Cabin Atlantic Service.
MONT LAURIE 17,100 tons gross.
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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketo Maru	Jap.	Nippon Yusen Kaisha	On Middle April
NEW YORK & BOSTON	Slavic Prince	Brit.	Prince Line	On 2nd April
BOSTON & NEW YORK via SWITZ	Surabaya	Brit.	The Bank Line, Limited	On 8th April
SAN FRANCISCO	Elkridge	Am.	Struthers & Barry	On 9th April
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 19th April
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, J. FORMOSA	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 4th April
VICTORIA, SEATTLE & VANCOUVER	Arabis Maru	Jap.	Osaka Shosen Kaisha	On 7th April 10 a.m.
VANCOUVER via SHANGHAI & JAPAN, &c.	Tyndareus	Brit.	Butterfield & Swire	On 24th April
MARSEILLES, LONDON & ANTWERP	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 7th April
MARSEILLES, LONDON & ANTWERP	Dongola	Brit.	P. & O. R. L. & A. L.	On 4th April
MARSEILLES, LONDON & ANTWERP	Portos	Brit.	Messageries Maritimes	On 2nd April
MARSEILLES, LONDON & ANTWERP	Armand Behin	Brit.	Messageries Maritimes	On 12th April
MARSEILLES, LONDON & ANTWERP	Paul Leat	Brit.	Messageries Maritimes	On 1st May
MARSEILLES, LONDON & ANTWERP	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 11th April
MARSEILLES, LONDON & ANTWERP	City of Poon	Brit.	The Bank Line, Ltd.	On 23rd April
MARSEILLES, LONDON & ANTWERP	Andalucia	Brit.	Butterfield & Swire	On 6th April
MARSEILLES, LONDON & ANTWERP	Prithvi	Brit.	Butterfield & Swire	On 4th April
MARSEILLES, LONDON & ANTWERP	Paris Maru	Jap.	Osaka Shosen Kaisha	On 7th April
MARSEILLES, LONDON & ANTWERP	Pembrokehire	Brit.	Jardine, Matheson & Co., Ltd.	On 9th April
MARSEILLES, LONDON & ANTWERP	Banks	Dut.	Java-China-Japan-Lijn	On 30th April
MARSEILLES, LONDON & ANTWERP	Carl Legien	Ger.	Renter Brockmann & Co.	About 18th April
MARSEILLES, LONDON & ANTWERP	C. M. Mailhol	Brit.	Messageries Maritimes	About middle April
MARSEILLES, LONDON & ANTWERP	Awa Maru	Jap.	Nippon Yusen Kaisha	On 2nd April, Noon
MARSEILLES, LONDON & ANTWERP	Kwangsang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th April
MARSEILLES, LONDON & ANTWERP	Nagorno	Brit.	Java-China-Japan-Lijn	On 3rd April
MARSEILLES, LONDON & ANTWERP	Vao Overstraten	Brit.	Dodwell & Co., Ltd.	On 28th April
MARSEILLES, LONDON & ANTWERP	Vancasia	Brit.	Butterfield & Swire	On 4th April 10 a.m.
MARSEILLES, LONDON & ANTWERP	Nanning	Brit.	Yamashita Kisen Kaisha	About 1st April
MARSEILLES, LONDON & ANTWERP	Mishima Maru	Jap.	Yamashita Kisen Kaisha	About 1st April
MARSEILLES, LONDON & ANTWERP	Taiwa Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 20th April 3 p.m.
MARSEILLES, LONDON & ANTWERP	Hinsang	Brit.	Nippon Yusen Kaisha	On 7th April
MARSEILLES, LONDON & ANTWERP	Araru	Brit.	P. & O. R. L. & A. L.	On 2nd April, Noon
MARSEILLES, LONDON & ANTWERP	Taisang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th April, Noon
MARSEILLES, LONDON & ANTWERP	Dakar Maru	Jap.	Nippon Yusen Kaisha	On 3rd April
MARSEILLES, LONDON & ANTWERP	Paul Leat	Brit.	Messageries Maritimes	On 5
MARSEILLES, LONDON & ANTWERP	Lt. St. Lambert-Bie	Brit.	Messageries Maritimes	On 8
MARSEILLES, LONDON & ANTWERP	Kashgar	Brit.	P. & O. R. L. & A. L.	On 8th April
MARSEILLES, LONDON & ANTWERP	Soochow	Brit.	Butterfield & Swire	On 7th April, D.L.
MARSEILLES, LONDON & ANTWERP	Vancasia	Brit.	Dodwell & Co., Ltd.	About 11th April
MARSEILLES, LONDON & ANTWERP	Tijmanoeck	Dut.	Java-China-Japan-Lijn	About 2nd April
MARSEILLES, LONDON & ANTWERP	Shunko Maru	Jap.	Osaka Shosen Kaisha	On 6th May
MARSEILLES, LONDON & ANTWERP	Chongching	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd April, Noon
MARSEILLES, LONDON & ANTWERP	Typhoon	Dut.	Java-China-Japan-Lijn	About 3rd April
MARSEILLES, LONDON & ANTWERP	Malay Maru	Jap.	Osaka Shosen Kaisha	On 15th Apr.
MARSEILLES, LONDON & ANTWERP	Chunwang	Brit.	Jardine, Matheson & Co., Ltd.	On 12th Apr. 10 a.m.
MARSEILLES, LONDON & ANTWERP	Kalgan	Brit.	Butterfield & Swire	On 2nd April 10 a.m.
MARSEILLES, LONDON & ANTWERP	Haiching	Brit.	Douglas Lapraik & Co.	On 2nd April, 1 p.m.
MARSEILLES, LONDON & ANTWERP	Haifong	Brit.	Douglas Lapraik & Co.	On 10th April, 13 Noon
MARSEILLES, LONDON & ANTWERP	Yuenang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th April, 3 p.m.
MARSEILLES, LONDON & ANTWERP	West Chopaka	Am.	Struthers & Barry	On 13th April

N. Y. K.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Ports in U.S.A. and Canada.
YOKOHAMA MARU ... Thursday, 5th April.
KAGA MARU ... Tuesday, 1st May.

MARSHILLES, LONDON & ANTWERP via Singapore, &c.
FUSHIMI MARU ... Wednesday, 11th April.
MISHIMA MARU ... Wednesday, 25th April.

HAMBURG via LONDON & ROTTERDAM.
MATSUMOTO MARU ... Sunday, 15th April.
LYONS MARU via MARSEILLES & VALENCIA.

LYONS MARU ... Friday, 6th April.
SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Wednesday, 18th April.

AKI MARU ... Wednesday, 15th May.
NEW YORK & BOSTON via PANAMA.
TAKETOYO MARU ... Middle April.

BURNES AIRS via Singapore, Delagoa Bay, Durban & Cape Town.
KANAGAWA MARU ... Friday, 12th April.
BOMBAY via Singapore and Colombo.

CALCUTTA via Singapore, Penang & Rangoon.
MURORAN MARU ... Sunday, 8th April.
NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 12th April.
SHANGHAI, KOBE & YOKOHAMA.
DAKAR MARU ... Monday, 3rd April.

KITANO MARU ... Wednesday, 11th April.
HABURA MARU ... Thursday, 24th April.
For further information apply to—
Telephone: Central Nos. 292 & 293.
K. E. KAMEI, Manager.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

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For HAIPHONG via Hoihow & Pakhoi
s.s. "MISHIMA MARU" ... on or about 7th April.
For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office
No. 37, Bonham Street, West
Tel. Central No. 155.

S. MITABAI
Agent.
Top Floor, King's Building.
Tel. Central No. 140.

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UNITED KINGDOM & CONTINENTAL SERVICE

OUTWARDS.

"CITY OF SINGAPORE" ... 28th April ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

"CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

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AMERICAN & MANCHURIAN LINE

ELLERMAN & HUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"EURYBATIS"	...	via Suez Canal	...	5th April
"LYGON"	...	via Suez Canal	...	15th April
"KARONGA"	...	via Suez Canal	...	25th April
"ATREUS"	...	via Suez Canal	...	5th May

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. REISS & CO., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
POROS	...	29th March	2nd April
ARMAND BEHIC	...	1st May	15th April
PAUL LECAT	23rd Feb.	10th April	1st May
ANDRE LEBON	9th March	24th April	15th May
NABORE	23rd March	8th May	29th May
CORDELLERE	6th April	...	12th June

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

A CLASS (1st Class) ... 210. 00. 00. B CLASS (1st Class) ... 210. 00. 00.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"C. M. MAILHOL" loading for PORT-SAID, VALENCIA, BORDEAUX, HAYRE, ANTWERP & DUNKIRK, about middle April.

MESSAGERIES MARITIMES CO.

Telephone: Central 740. 3, Queen's Building.

2) CONSIGNATION—TRANSHIP—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms.

SWATOW, AMOY & FOCHOW.

(AND RETURN)

(Overnight 9 or 10 Days)

HAICHING	Capt. J. B. Thomas	Tuesday, 3rd Apr. at 1 p.m.
HAIPHONG	Capt. W. C. Passmore	Friday, 6th Apr. at 1 p.m.
HAIPHONG	Capt. Ellis Walker	Tuesday, 10th Apr. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR THE MITSUBISHI MARINE & FIRE INSURANCE CO. THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

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P. & O., British India Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORIZON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DONGOLA"	8,900	4th Apr.	Marseilles, London & Antwerp
"NAPOLÉON"	8,933	7th Apr.	Spore, Penang, Colombo & Bombay
"KARLIN"	7,000	18th Apr.	Marseilles, London & Antwerp
"SICILIA"	6,800	28th Apr.	Spore, Penang, Colombo & Bombay
"KARMA"	8,000	2nd May	Marseilles, London & Antwerp
"KIDDERPORE"	5,334	9th May	Spore, Penang, Colombo & Bombay
"KASHGAR"	8,000	16th May	Marseilles, London & Antwerp
"SUDAN"	8,700	19th May	Spore, Penang, Colombo & Bombay
"NYANZA"	7,000	26th May	Marseilles, London & Antwerp
"SARDINIA"	6,650	13th June	do.
"DELTA"	8,097	27th June	Spore, Penang, Colombo & Bombay
"SICILIA"	6,813	29th June	Marseilles, London & Antwerp
"MALWA"	10,941	11th July	Spore, Penang, Colombo & Bombay
"DEVANHA"	8,092	25th July	Marseilles, London & Antwerp
"SUDAN"	8,686	28th July	Spore, Penang, Colombo & Bombay
"KHIVA"	9,017	8th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS

"PANDA"	6,956	3rd Apr. 1 p.m.	Calcutta via Singapore & Penang
"JANUS"	4,524	7th Apr.	Singapore, Penang & Calcutta
"JAPAN"	6,050	15th Apr.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Cape of Good Hope.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KASHGAR"	8,840	8th Apr.	Shanghai, Mott, Kobe & Yokohama
"ST. ALBANS"	4,500	12th Apr.	Japan Direct
"SICILIA"	6,722	18th Apr.	Shanghai only
"NYANZA"	7,023	22nd Apr.	Shanghai, Mott, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore, while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "SLAVIC PRINCE"	...	3rd April
S.S. "EASTERN PRINCE"	...	16th May

For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED, (Incorporated in Great Britain) St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP & Marseilles

For sailing dates and further particulars please apply to K. SHIMA, Manager.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & RANGKOK	"KALGAN"	On 3rd Apr. 10 a.m.
AMOI & SHANGHAI	"LIANGCHOW"	On 4th Apr. D.L.
HAIPHONG	"NANNING"	On 4th Apr. 10 a.m.
SHANGHAI	"SUICHOW"	On 5th Apr. Noon
AMOI, MANILA, CEBU & LOILO	"SUICHOW"	On 5th Apr. 4 p.m.
WEIHAIWEI & TIENTSIN	"SUICHOW"	On 5th Apr. 4 p.m.
SHANGHAI & TIENTSIN	"SUICHOW"	On 7th Apr. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 7th Apr. 10 a.m.
HOIHOW & RANGKOK	"LINAN"	On 8th Apr. 10 a.m.
SWATOW & RANGKOK	"LUCHOW"	On 8th Apr. 10 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 8th Apr. Noon

Excellent Saloon accommodation available, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Hongkong, and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-birth cabins.

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